

## EXHIBIT (Q)

# The Rudder

Seattle-Tacoma Shipyard Voluntary Benefit Association

NUMBER 6

TACOMA, WASHINGTON, MAY 16, 1942

VOLUME 2

## The Shipyard Athletic Club

MANY of you have probably read the Constitution of this organization; it has been placed on convenient bulletins throughout the plant for the employees to read. Read it and acquaint yourself with its aims and purposes.

Just a short review to give you an idea of what the aims of this organization are:

The Shipyard Athletic Club was formed to promote recreation and athletics for employees of this shipyard. Its aim is to help promote and sponsor sports and athletics of all types that will be of interest to the employees.

There are the officers, the Board of Governors, the Operating Committee, and the Honorary Committee; these are the representatives and officials of the Club.

In the Board of Governors each craft in the yard has a representative. In the Operating Committee, the Board of Governors has chosen a smaller group to act on immediate questions that may arise. The Honorary Committee is composed of Executives and Officials of the Company, who advise and aid the Governors in company policies.

All employees who wish to take part in the different events and recreation sponsored by the Athletic Club are requested to take out a membership card. This will cost \$10 and is good for one year.

It is one way in which the Club will raise funds, which are necessary to carry on its program. Every one in the yard should take out a membership, even though they don't wish to take part in athletics, by doing so they will help the Club aid those who wish to be active.

There are already committees working and acting on the following events: Baseball, Softball, Golf, Boxing, the Yard Picnic and Bowling.

As you know, several of the sports are well under way. The Baseball Team of the Northwest League; 25 Softball Teams in the yard. The Picnic Committee has their program well laid out.

If every one will get behind this Club and become a part of it, this yard will have one of the best athletic organizations in the country. Read your bulletins; see who your acting committeemen are and contact them for advice or information. Let's all make the Shipyard Athletic Club organization one to be proud of.

JOHN W. WYCKOFF, President  
RALF REED, Vice President  
WILLIAM CRADOCK, Secretary  
WALTER GEEHAN, Treasurer  
(Bonded)

## THE NEW HOUSING PROJECT IN THE YARDS

They even come from Capistrano to reside in the new home just finished and erected on top of the Blacksmith Shop. There are three families that fought for the home as soon as it was erected. One family finally took possession and are now getting ready for their new arrivals—a Pair of Swallows—Larry Rask.

If the Employees, when receiving their checks, will first give their number, then their names, it will help greatly to speed up the pay-off. Thanks.

—Paymaster



## Let's Set a Shipyard Record on Payroll Deductions For Buying War Bonds!

It is essential that all employees in every department cooperate to the fullest extent in the current drive for the sale of War Bonds. Results to date have shown that the majority are going along with Uncle Sam to help win this war by furnishing him the funds as well as building good ships.

Applications have been coming in so fast that there hasn't been time to run down those who haven't subscribed. However, it appears that this flood of applications is going to put our Yard on the way to set a record for all Shipyards in the country.

Airplane plant employees donate an airplane. Tank factories a tank, and so on throughout the war industries. A ship would be a pretty big donation, but with the thousands who are now working in this Yard, our dollars put into War Bonds through the payroll deduction plan can go a long way in the cost. Ships are needed to win this war as well as airplanes, tanks, guns, etc. Therefore, we can help two-fold. We can build the boats—LET'S BUY THE BONDS!

Inquire from your leadman and foreman how to participate through a payroll deduction. Pass the word along to your fellow workman.

WE WANT EVERYBODY HELPING. Let's set a record. Let's make it One Hundred Per Cent! LET'S BUY BONDS!

"FLASH"—Alast minute checks shows 3,500 subscriptions which total \$85,000, and the subscriptions still rolling in. In the picture above the man is sprinkling the tree, let's turn the hose on full force!

## AVG Type Conversions

To some of the boys in the Yard who are not familiar with the importance of the job that we are doing for Uncle Sam in regards to the AVG type conversions, I can only point out that these ships will probably play an important part in driving the Japs back to Tokyo where they belong, and that the sooner we turn the ships over to Uncle, the quicker the job will be done.

To back this statement we are told that in the order of their priority these ships come second only to airplanes and repairs to combat ships. We don't want to bother too much with statistics but we would like to show what happens in a yard of 20,000 men, if thirty minutes per day were lost by each man. One of these ships represents approximately 1,500,000 man hours of labor and that 30 minutes lost each day by these men would build one additional ship every five months.

We think we have a pretty good gang here and as the big boss considers this yard his favorite, let's get behind him in putting the program over to a capital "E".

C. O. NELSON,  
Works Supt.

## Tucker's Shop

THE Tacoma Shipbuilders begin their 1942 season with a double-header against the Everett Pitchucks. We challenged any club to field an outfield to compare with Ray Jackson, Hal Lee and Dave Goodman. The club looks to be ready for a very good season. Come out and give the gang the once-over. We will guarantee that you will get your money's worth.

Ed Tucker wants everyone to know that if you give us the room down here, we'll show this yard how to put out the stuff!

Jack Collinger wants you fitters to quit fighting over his finished jobs. He says he will accommodate you all. So give him a chance, will you fellows?

By the time this paper is out we will have had our big Shipyard Dance and Floor Show out at the Victory Inn. If you were there and had a good time here's a suggestion: "Why couldn't we do the same thing every Saturday night?"

Official Organ of the SEATTLE-TACOMA SHIPYARD VOLUNTARY BENEFIT ASSOCIATION

OLIVER DULAC President  
ED BALDENECKER Vice-President  
WM. ROGERS Treasurer  
CHESTER STEVENS Secretary  
JIMMY WILKIE YARD EDITOR

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The RUDDER will not assume financial responsibility for any errors which may appear in advertisements published in its columns. In those instances where the paper is at fault, it will accept that part of the advertisement in which the typographical mistake occurs.

## Daubing the Dauber

By HAROLD MCKENDRY

THE Bowling season is over with; all laurels going to the Painters' team. To the victors belong the spoils—so the prize money was divided between Bob Robbins, Ray Besaw, Al Levergren, and Frank L. Pender, an everybody is happy.

With four ships scheduled to go down the ways this month, it will be a busy one for all concerned including the Painters and Jack Olson.

Headak has been in his Seventh Heaven lately. He is the one responsible for those large cartoons over the check gate, and the deceased, "Forget the Bonds—Buy Bonds."

If the Safety Commissioner could see the fellows painting safety lines he would have them put in storage in Cell Block 3 for future use when the sun starts to shine.

Why smoking is not permitted on the ships on the water could easily be explained — "Remember the Normandie".

Since they have started painting the ships gray, Ed Morris has been hitting his head on the entrance. He is always walking on air. So, a large, red circle ought to be painted around each opening so Ed can see it.

When you see Freeman, Crocco, and Butler walking in from the parking lot, those short agonized

steps are caused from their toes curling in their shoes. You see they have just rode to work with Jimmy Stewart who makes his Pontiac make much wumpum on Speed-mometer.

**POUM**  
The man who dresses in white overalls is the painter, who paints iron a fault.

Some call him a dauber and some a painter. No one can swing a red lead brush any drier.

The ships grow from keel to top.

Without the painter they won't last; While under construction the noise is loud — Of the finished ships we are really proud.

To help our old pal Uncle Sam, To lick those Japs I'll be damned if I'll just stand and stare. "No, sir, I'll do my part and Buy a Bond."

**APOLOGIES**  
Painter (unbalanced by some afternoon drinks) to Leadman.—Sir, I resent your interference with my work. Till this deck once more and I will go home for the rest of the week.

Should we take up a collection to buy Martin Kautzen a can of snoot? Jack Olson thinks we should, so he has started the ball rolling by donating a token.

There are quite a few fellows getting their Army exam notices. Funny, they always pick the healthy ones. Good luck, fellows.

If we get many more Leadmen, our accounts will have to move his office out in the shop.

Phil Butler has been out-yelling those sledge hammers and chipping guns out on the ships so long that when he comes into the shop he tries to out-yell Jake painting helmets.

Employer: Say, how long did you work on your last job?  
Applicant: Three months.  
Employer: Only three months? What did you do?  
Applicant: I was a scaler.

To our jolly partner Earl Barnes, who recently suffered an illness—we are glad he is back.

Recently on our sick list also were Doc Dean, James Towers, E. Wagner, L. Crocco and E. Barnes, who all shared in Mutual Benefit Association Benefits. Those checks came in handy, didn't they fellows?

I heard one on one of our new painters the other day. He was applying grease to the overalls. When the Leadman came around he exclaimed, "This enamel is sure grease."

Some enamel, that's so it will go farther and faster.  
"S—maybe you had O. Olsen's cold cream."

Since the new road stripping machine went to work, Druggists report smaller sales in back liniment.

At the rate scalars have been transferring, Bob Robbins would keel over if someone came in and asked for a transfer into the Scalers.

A fellow out in the Steel Yard asked who had the job of winding Hebern up every morning. He said he never heard such a long record.

Jack Olson has been kidding Al Levergren about his animal machine.

It seems Jack found Al wandering around town the other day in a cloud mumbering to himself "I want an animal machine," over and over. Jack finally took him in tow and located one out on 38th St., and Al returned to normal again.

Al St. Here the Fire Chief is sure getting some short firemen lately. Anticipating any fires in the double bottoms, Al!

**SAPPHIRE SLOGAN**  
You may be a layman or diver, You may be a Crane-man or rigger, But if you don't watch out When you're walking about, You may not be what you figure.

How about some ideas for the column, Sam?

Al Scheck and Matt were walking around the Yard the other night; Al had a flashlight in his hand which he pointed up to the sky and said "I dare you to climb up that beam, Matt."

"I will not," said Matt; "You'd turn it off when I got half way up."

We have many new faces and names in our midst and to you fellows, we all say "Hi!"

When the whistle blows Cruver can't wait to get to the gate to start his "sixth column."

With the girls in the office wearing slacks there is no more soap appeal left.

Ed Morris, the Shop Committee-man asks all to keep their dues in tune so he won't have to go thru his song and dance for 64.

Hebern says it is cheaper to move than pay rent.  
He found 3 putty knives, 4 pipes and a newspaper, stating Hitler is just bluffing.

We didn't know Carl Odenard was endowed with such a degree of suspicion. We will probably see him on parade with field glasses. At the initiation the other night he repeated, we all bear watching.

It pays to protect yourself against loss of time caused by sickness or accident.

The drums of war are beating louder every day; help your nation to prepare: buy Defense Savings Bonds!

The **TIVOLI** COMPLETE BAR SERVICE  
• LUNCHES • CARDS • TOBACCO  
We Cash Pay Checks

## Navy Mothers' Club Offer Thanks

THE members of the Navy Mothers' Club of Tacoma wish to offer our heartfelt thanks to the management, guards and men who gave so generously to our "Tag Day". It was only through the generous donations that we were so successful in our first attempt at any sale of this kind.

We can honestly promise that every cent will go to the welfare and relief of needy Navy families to help the local Coast Guard boys. This is not for the Naval Relief Society but for the distribution by the Navy Mothers' Club welfare and relief. Thanking all of you again.

Mrs. Carl Kautzen, Commanding Mrs. Harry Simons, Adjutant Navy Mothers Club No. 12 Tacoma, Wash.

If you buy anything from a "Rudder" advertiser, tell him about it. We know you do support your paper so keep telling "em you saw it in the Rudder."

For Young Men and Men Who Stay Young  
**Society Brand Clothes**  
**HY MANDLES & Son**  
346 PACIFIC AVE.  
TACOMA

**WE WANT YOUR PATRONAGE**  
**Merrick & Race**  
CREDIT JEWELERS  
1132 Broadway  
Phone BRoadway 3074  
TACOMA

**Special Service**  
• Make Your Home - Finding Problem Our Problem. Our Sales Staff as Well as Our Offices are Available at all Times to Serve You. If You Want to Buy a Home in a hurry—CALL US! Open Daily, including Saturday 9:30 to 5 P. M.

**Great Northern Realty Co.**  
304-5 Washington Bg.  
MAIN 0104

**Dr. PARRISH** and ASSOCIATE DENTISTS  
One of the Oldest Established Offices in the City. ALL WORK GUARANTEED at Reasonable Prices!  
914½ Broadway

## "Shor"

WE are happy to congratulate I. T. S. (Prou Shop). He got when his wife a six pound b

If some of a trifle old, w As this is a chance that I sumpin'. Taki Meter hat. W for the work we ever got had his hat p uring the job.

Speaking of newcomers: When all is b trying to follo inside of the adjust for p hammock wi place hat on ly." the part ed was how i hat on his b

Who is the his girl condu putting him o the. Walter When all is b chance that I sumpin'. Taki Meter hat. W for the work we ever got had his hat p uring the job.

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Johnnie An a little bird about the Ye cuckoo."

Leon Zahl an better speak For instead of I Or it might be

Bud Cowie mother say a born?

Fred Nagel: Bud Cowie thing, she Ju

Bob Lowry good to the l

We extend congratulation pathy, becau he fell from his shoulder. The prettiest came into th because on for the P. P. gave birth Fretty good t whole family

Our congr gilar, Robert berlain, Clar ton, Marv Jo J. Brenner a

THE CAL IS A CAI

Frank  
**NAUBERT'S**  
BILLIARDS... BAR  
946 Commerce

STOP AT THE...  
**Shipyards Cafe**  
LUNCHES • DINNERS  
30¢ 35¢  
• TOBACCOS • CANDIES • GLOVES  
LIGHTNING SERVICE  
With a Smile!

**Quality Clothes**  
• For WORK • For DRESS  
At Tacoma's Lowest Prices! Compare Large Selection of SPORT COATS, SLACKS, JACKETS, SPORTWEAR  
—You Will Always Save At—  
**Bert's** men's wear  
SEE OUR WINDOWS Corner 13th and Pacific 100% Union Store

The **TIVOLI** COMPLETE BAR SERVICE  
• LUNCHES • CARDS • TOBACCO  
We Cash Pay Checks

**Dr. PARRISH** and ASSOCIATE DENTISTS  
One of the Oldest Established Offices in the City. ALL WORK GUARANTEED at Reasonable Prices!  
914½ Broadway

Dig d boys ne guns wn to buy. Go to savings Tell the fence B now.



## The RUBBER SITUATION

WE can no longer depend upon continuing imports from the Far East, where we normally obtain roughly 98 percent of our total raw rubber supply. Thus the rubber stock now within the United States must be made to last for two years, by which time the government intends to have new synthetic rubber factories producing enough for essential needs.

Rubber is indispensable to the successful prosecution of the war, both on the firing line and on the home front. Through far-sighted action, the government has been building up a reserve of raw rubber within our own borders. But this rubber stockpile, the largest ever accumulated in our history, would be exhausted in less than a year if normal civilian consumption were allowed to continue.

The Army and Navy needs for rubber are understandably large. They use rubber for many different purposes—self-sealing gas tanks, gas masks, tires for aircraft, motorized guns and equipment, sponge-rubber tank linings, anti-mine cable, and life rafts. Even the Army and Navy themselves must cut down their previously planned use of rubber, because the "civilian" economy could not operate on the amount of rubber which would otherwise be left. A portion of the rubber stockpile

will accordingly be reserved for civilian uses. But in order to conserve this stockpile for essential needs we have to budget the use of rubber for many months to come. The entire "civilian" stockpile cannot be used for manufacture of tires and tubes. Even after eliminating less essential uses such as bathing apparel, sporting goods, toys, etc., a large amount of rubber must still be reserved for essential industrial purposes, such as conveyor and drive belts, rubber tank linings for the chemical industry, fire hose, electrical insulation, hard rubber foundations and machine mounts, protective clothing and many other vital industrial uses.

This means that only a relatively small amount of rubber can be released each month for manufacturing and recapping tires and tubes. It can at best satisfy only about 10 percent of the normal demand for tires.

It is plain that the rationing program was not adopted by choice. There was simply no other alternative. You will readily appreciate that physicians and surgeons must have quick transportation. Ambulances, too, must have tires; likewise, fire-fighting equipment, police, sanitation services, United States mail, and school buses. Tires must be provided for buses to move workers and for trucks to move essential industrial materials and equipment. Otherwise our war program and in fact our entire industrial machine, would break down.

The plain truth is that our civilian stockpile of rubber is not sufficient even to maintain all the essential services listed above. Since there are not enough tires for all release of a tire to one person would be denied tires on which the lives of your family might depend.

This shortage of rubber means that every American citizen, whether he is a company president, or a "defense worker," or a government official—will have to use his ingenuity to the utmost to secure transportation. Individuals will have to "double up," taking turns at driving cars to work to save tires. Businesses will have to consolidate their transportation services. Everywhere we shall have to use one vehicle, where several, were used before.

We realize that "defense workers" and others must get to their jobs. We advise you first to drive carefully, slowly, and as seldom as possible, to make your present tires last. Secondly, try to make arrangements with your neighbor for "doubling up" to and from work to save your tires and theirs. Thirdly, if such arrangements cannot be made, use public means of transportation available, even if inconvenient. Fourthly, if none of these means of transportation is available, advise your employer so that he may be able to work out a company bus system to take care of you.

If this seems a great inconvenience remember that thousands of tire salesmen, automobile salesmen, and workers in rubber-using industries, traveling salesmen, and others will inevitably be thrown out of work

By MRS. MELBA KLONES

A Shipfitters' "Helper"  
A few impressions after listening to my husband, Alex, and his "SWING SHIFT BLUES"

"What time is it, fella? Twelve o'clock! Say! Time we were getting our soots put away!"

It's quittin' time—Boy! my feet are like lead;

Won't be long now b'fore I'm in bed.

"Got my tools checked in and now for the car?"

Wish I didn't have to park it so doggone far;

There it is, "way down at the end of this row—"

Now, all there's to do is to get in and go.

"Speaking of the traffic on Broadway and Main,

This has 'em all beat—and it's all in one lane.

Cars dodgin' in or tryin' to get out—

Okay! I'm movin'! You don't have to shout.

"Say, Bud, don't get shove! It won't be so funny!

One dent in that fender will cost you some money.

Out of there, finally! about had a fight;

To think I go through that ordeal every night.

because of the rubber shortage. Living as usual, like "business as usual," is finished for the duration.

We are at war. Like the war, the rubber shortage is not of our choosing. When Americans understand the facts we feel confident that they will join together in making this sacrifice willingly and with a determination to help win the war.

"Joe's place is open—believe I'll stop by For a hot cup of coffee 'for I get my shut-eye."

One o'clock, home at last—what a back of a life! Shhh! Gotta be careful and not wake the wife.

"Well, I guess she's awake—there's a light on the stair; Probably heard me fall, over that chair."

Here's one kiss for you, dear, and may slumber deep Overtake me—don't wake me—'cause I wanta sleep!"

Defense Savings Bonds can be had by applying at the Paymaster's office.

Always Welcome at the

# PINE

Cafe and Tavern

Fine FOOD

Good Beer and Wine

NO CHARGE FOR CASHING CHECKS

—DROF IN—

at the

# P-I-N-E

1215 South Kay

## the BONE-DRY "SHIPBUILDER"

A Work Shoe Specially Designed for Best Service Possible in Your Type of Work.



HAND-MADE

UNION MADE

This Famous lace to toe shoe is available in three types of soles. Full catpaw non-slip, cord soles or leather soles.

Made of close-grained chrome tanned elk-finished upper leather. Exclusive Bone-Dry patterns eliminate side seams.

Sizes 5 1/2 to 13 ..... 6.45  
SAME SHOE IN 1-INCH TOP ..... 8.45

**BONE-DRY**  
SHOE STORE

# Model Grill

—912 Commerce—

BREAKFAST — LUNCH and DINNER and LUNCHES TO TAKE OUT!

BEST PLACE TO EAT IN TOWN. WE SPECIALIZE IN EASTERN STEER REEF!

WEDDING BELLS STILL RING

and You Can Still Buy the

# DIAMOND RINGS

On

# Burnett's

EASY CREDIT TERMS

69.50  
\$2 Weekly

# BURNETT BROS.

Tacoma's Leading Jewelers

924 Broadway

Shee

WHOS Shop.  
Larsen as modest as they don't the L's or esty, as is along swei really tur.

Harry A to join the was sent i ing. Howe we know t wish him t

New lead

Adams an Leiden, a luck fellow

Just a f who alway while the gate on th ever you a smile for al Shop.

We wish to Ed Rad passed awa was a sheet for many p and also y yard here been in th for many y friends whi

We also Dick Corne away room

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She Meet on t North "in" t and Market

SICK CO. Members were: Adams werth, Oral Glen Smith

Art Schoe the Sick Co will act as a millionen t Bob Merril Schock, Elz Vern From, Is Harry Al Blatt, Harry Irmoad, Glas Swing Sh

Dr.

C.

705

## Sheet Metal Shop

By Ray Carlgren

WHOS who in the Sheet Metal Shop on the Swing Shift: Andy Larson and Ed Haugen are very modest about their lead jobs in that they don't even wear helmets with the L's on. Oh, well such is modesty, as leadmen they are getting along swell with the men and are really turning out the work.

Harry Andrews has left the Yard to join the Navy and understand he was sent to West Virginia for training. However, wherever he is sent we know he will make good and we wish him the best of luck.

New leadmen in the department are Adolph Bartell, Vern From, Andy Larson, and Carl Rosenoff. Good luck fellows!

Just a few words for Capt. Kolfe, who always has a smile on his face, while the boys are crowding in the gate on the graveyard shift. When ever you see him he always has a smile for everyone, Jim, Sheet Metal Shop.

We wish to extend our sympathy to Ed Radd whose brother George passed away recently in Seattle. He was a sheet metal worker in this city for many years having his own shop and also worked for the old Todd yard here and in Seattle. He had been in the Bremerton Navy Yard for many years and he leaves many friends who will mourn his loss.

We also send our sympathy to Jack Garner whose father passed away recently.

### UNION NOTICE

Sheet Metal Workers

Meet on the 4th Thursday of each month in the Labor Temple, 13th and Market Street.

### SICK COMMITTEE REPORT

Members sick during the month were Adam Steinhoff, Jim Butler, Gerth, Oral Hagen, Don Arnason, and Glen Smith.

Art Schock is the new chairman of the Sick Committee and Arvid Matt will act as secretary. Treasurer. Committee members are as follows, Day Shift, Bob Merrifield, Thomas Sauls, Art Schock, Elmer Strong, Elmer Hart, Vern From, L. Blades, Harry Loosen, Harry Aumann, Bill Burk, Arnold Blatt, Harry Piggott, Smithlin, Harkness, Glanville, Mike Burk, and Swing Shift: Ed Haugen Sr., Mike

Masley, Fred Sheshe, Ray Carlgren, 3rd Shift: Lee Johnson, Ray Johnson, Jim Baldassini, Jim Wilkens, Bill Senberg.

We ask all helpers and mechanics to report any sickness or accidents to any member of the Sick Committee or their Leadmen.

We wish to thank all those who gave so willing to the sick fund and we will post a report in the near future.

## Swing Shift

Harry Ollard Jr.

If you've ever in court as to what the capital of West Virginia or So. Carolina or any other state is, may we take this opportunity to refer you to three learned men: namely, Bob Hudak, Dick Stummen and Gordon Ewen. But it did take a half hour of heated discussion to decide that the capital of Maryland is Annapolis, not Baltimore.

Two jaws wagging in unison is a familiar sight on Hull 9. The two moving hinged bones belong to Ray Eades and his partner, Clarence Hilliard. As you approach their presence, you note a lack of any winking, you discover that they're chewing gum. And I don't mean one stick at a time, either.

I wonder what the government would do to them if it was known that a mere week's supply of flavored rubber for Ray and Clarence would build a 3.50-17 and a heavy duty tube?

POEMS

We of the tin,  
The sheet metal men,  
Surrounded by our hammers and snips,  
Will do our damndest  
To whip the Axis  
And build our quota of ships.

Art Sheehan and his wife were out at a local dance hall one evening. His wife was overheard saying: "You know, honey, that there are only 2 things preventing you from being a good dancer." "Yes, what are they?" asked Art. She answered, "Your feet."

### SHEET METAL SOFT BALL TEAM

Thomas, p; Chalupa, p; Davidson, p; Hurney, c; Rocket, first base; Olson, second base; Hildebrand, short stop; Holcomb, third base; Glanville, short field; Walt, center field; From, left field; Colbo, right field; Baldassini, field; Rush, field; Barth, manager.

This should have been written a

day sooner. It's tough to admit, but the boys have suffered a defeat. Last night in a thrilling 10-inning game the fellows broke down and let the opposing team get two runs to their one. It was getting late and the boys wanted to get home to their families and they would have gotten right home too, but there is just one too many Slop Light on 5th Ave. These ball players are really clicking and everyone can look forward to seeing them in the County, State and National tournaments this season. They are going over the top. And best in playing in sportsmanship. A finer bunch of fellows no one has met.

Cooperate with your secretary; pay your assessments on or before the 15th of each month.

This is a mutual organization. HELP THOSE WHO HELP YOU!

## Farley's

FLOWERS for Every Occasion  
MAIn 1125-6th & Anderson

## 42ND ANNIVERSARY SALE

# SPORT COATS

16<sup>50</sup>

- BROWN
- SAND TAN
- TAN
- BEIGE

# and SLACKS

6<sup>50</sup>

100% WOOL

- BROWN
- SAND TAN
- TAN
- BEIGE
- TEAL
- GREEN

MALLOREY HATS	\$5	to \$6.50
SPORT SHIRTS	\$1	to \$2.50
SHOES	\$5	to \$7.50
ARROW SHIRTS	\$2.25	to \$2.50
WEMLEY TIES	\$1	

—Open a Charge Account—

# Eastern

OUTFITTING COMPANY

913 Broadway



FREE FIRST AID BOOK  
Get Your Copy Now!

CREDIT GLADLY

— AT NO EXTRA COST —

BUY WAR BONDS  
AND STAMPS



Dr. G. O. Walters

CHIROPRACTOR

705 Fidelity Building



"Let's circle once more, Jenny, and then let 'em have it!"

### The CROW'S NEST

JUST a word or two about the softball game that was played on Thursday last between the Stores Dept. and the Sheet Metal Shop. Now, boys and girls, there was a ball game, the Stores won the battle, 2 to 1 in ten innings. It was anybody's game up until the last inning. A hard game to win and a heart-breaker to lose. For all the stiff competition by both teams, every player was a good sportsman; no fighting or quarreling by either team. Hats off to both teams for a good, clean hard-fought contest.

We might add that Harry McGowan did a swell job of coaching. It was hard to tell which team Harry was coaching. In fact, several of the fans thought he was the catcher for the S. Metals. Anyway they tell us Harry cleaned up plenty by betting on both teams. Figure that out.

Congratulations are in order for a good friend to many and a swell scout. This young lady has been with the company from the start, she has been prominent in many of the Yard's social activities, ever willing and able to help. Always gracious and congenial. We hope we don't lose track of her in days to come. But we are all glad because we know she is going to be happier in her new life. We are proud to announce that our

UNION MADE CLOTHING  
for WORK or DRESS  
We'll Cash Your Pay Check  
**DICKSON BROS.**  
1134 Pacific Ave.

**DOLLAR LINE STAGES**  
SOUTH AND EAST  
**CROFT HOTEL**  
1519 Pacific Ave. • MAIN 5961

## So, It Can't Happen to YOU?

How do you know? Plenty of others have thought the same thing. But they learned—learned the hard way, too, by losing time and wages—in some cases by losing their ability to support themselves and their families.

**WHY TAKE CHANCES WHEN HY-TEST SHOES COST SO LITTLE?**

Hy-Test Safety Shoes **FEEL** better because they **FIT** better. They're good looking, too, and built to give long wear as well as protection. Get a pair today—while you're still able to wear them!

● Through the cooperation of the Safety Department you can get these extra-good work shoes with safety toes — non-slip soles and built-in arch supports at prices you would pay for inferior shoes elsewhere. . . .

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Also Welders' Leather Garments and Supplies at Bottom Prices!

## Hy-Test Safety Shoe Co.

(Located in old Restaurant Bldg.)

good friend Eddie Schlave is to become the bride of Jules Nyman June 5th. The wedding to be at the Visitation Church at 8:30 A. M.

The best of wishes to you, old friend; may your marriage be a happy one.

More bouquets to be handed out, this time the nose goes to our ever efficient Plant Supt., Homer Purcell.

Purcell has supervision of our Safety Engineers Dept. and of our Fire Dept. He has two able assistants in Richard Brandon and Al St. Pierre, respectively. The black-out that was practiced the other night proves that these two departments are on their toes, and that they, thru their efforts, have the cooperation of the men in the Yard. We all feel safer knowing that our Plant Superintendent is doing all that is possible to make this good a safe and better place to work in. Not forgetting our good friend Geo. Hamilton and his guards who are all a swell bunch of fellows, even if we, some of us, do get a little out of hand now and then. The policing and protection of this Yard is also under the supervision of Homer Purcell.

In closing we might add that you can aid the company and yourself a lot, if an effort will be made to keep the lanes for traffic in the Yard clear. These lanes have been marked off with yellow stripes and it is vitally important that they be kept clear. Please make every effort to keep these lanes clear.

If any of you should wonder about that bluish tinge to Dick Brandon's complexion, don't shun him, as it isn't the black plague. No, it's caused by his constant contact with black powder.

What has happened to the swell write-ups that use to appear in every issue of the Rudder, under the title of "Hammering It In"? Come on you Shipwrights, give us a by-line.

To our good friend and General manager, we are glad to have you back—Walter Green.

### DON'T TAKE THIS LYING DOWN . . .



When men are fighting and dying, you must do your part. Be sure you enlist your DOG-LOAN INSURANCE. Back our armed forces—and protect your own life—with every single dollar and dime you can.

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### Hot Off

By Bob

THINGS aren't b old homestead and gang are su slab and at the rat leaving we just a settle down.

Work on Halls well along and we of production. M the new men for along. The work but they are digg the work out. Wb perience they m

On the Swin men are bending the tankers. The bat on the back done. Incidenta haven't heard, J his hammer for

What becomes leave the Slab? port on them: Flint Hamrick Hot Slab in the Spokane McPh associated yard at Don Hamrick Little.

Stan Holton are at Vancouver the stress are bear the various

"AROUND E Arrivals: Jim I Kenneth Villes, Roy Baker, Homer, Harmon Fre, Jack Mord, Ted Departures: Al Pennington, Wa Don Corcoran, G. Gentry, Norma Holton, Sias Mar, Grey, Howard: Bar Has off to Joha Pennington, both

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## Hot Off The Slab

By Bob Holder

THINGS aren't he same around the old homestead. Only five of the old gang are still working on the slab and at the rate the new men are leaving we just aren't ever going to settle down.

Work on Halls 27, 28, and 29 is well along and we are keeping ahead of production. Much credit is due the new men for carrying our record along. The work is hard and hot, but they are digging in and putting the work out. What they lack in experience they make up in willingness.

On the Swing Shift, Johnson's men are bending the last frames for the tankers. These men deserve a pat on the back for a hard job well done. Incidentally, for those who haven't heard, Johnson has traded his hammer for a green hat with an L.

What becomes of the fellows who leave the Slab? Here's a general report on them:

Don Hamrich is in the Associated yard at Seattle.  
Don Hamrich is with Todds in Seattle.

Stan Holton and Stan Mortensen are at Vancouver. All the rest of the men are here in the yard working the various crafts.

### "AROUND THE SLAB"

Arrivals: Jim Dunbar, Herb Morse, Kenneth Wilson, Webb Sater, Andy Sater, Howard Barnes, Bill Hurst, Harmon Fredericks, John Dunsen, Jack Moulton, Ed Childs, Steve Taylor, and Rick Schmidt.  
Departures: John Donahue, Able Pennington, Wallace Bookwalter, Don Corcoran, Sam Hunter, James Gentry, Norman Lisherness, Stan Holton, Stan Mortensen, Herb Goddard, Howard Barnes.

Wrote off to John Dunsen and Able Pennington, both men have joined

the armed forces. Johnnie is in the Naval Construction Corp in Virginia. Abe is in the Air Corps in Texas. Both men are anxious to receive letters from their friends in the yard. You can get their addresses at the Hot Slab in Shop B.

Jerry Imhoff is quite a singer; his friends still call him the "Singing Cab Driver".

Our candidate for "Major Bowes Program" is Ole Oleson, the "Whistling Swede". Ole was out birding the birds the other week.

Jim "Curly" Dunbar—first good looking fellows are conceited, but I'm not.

Ken Wilson: I wonder if there are any openings for me at St. Regis? Robert Thurston is the newest mechanic and is getting along fine.

Bill Haver, a mighty man is here. Howard Barnes, just when he gets to making good coffee, he leaves us.

Bob Castle: Oh, well I don't need those fog lights, anyway.

Al Lisherness smoking his pipe.

Jim "Cowboy" Weller.

Webb Sater talking with his brother.

John Dunsen showing the boys some fun.

Bill Dunsen smoking a cigar.

Jack Moulton showing the boys how to use a sling shot.

Ed Erlanson is tending the furnace.

Jim Gentry taking it easy between heats.

Walt Fox has a tough name but he is a good fellow.

## Shop "B" Parade

By Linson J. Sawyer

THIS story, it told in its entirety, I would have far reaching effects. So bear with me please, while I tell you a juicy part of it. It involves 3 prominent men in the Yard who are known to both their constituents and the denizens of the deep as THE THREE MUSKETEERS.

Alright, so they go fishing and stay over night in a cabin that, perhaps for comfort OR observation, has the bath room window attached to the living room. FRANK, one of the musketeers, could not solve the puzzle of the misplaced door. (As if the carpenter didn't know what he was doing. Hahaha.)

At any rate he broke up his aluminum bars remaining to the window every time the water would run, and I don't mean in the creek outside I mean in the bathroom. And I am sure am reliably informed, and I am sure the censorship board will not mind, that fishing was very poor for the three guys practicing only a few boat loads of 12 in. trout. ("Longitudinal measurements. Trans. measurement was not recorded.")

The other day I looked around the book to JACK MEARS. The trouble I had getting it back is water under the dam bridge, a dead finger, the feminine touch we so like. On the front, however, on the very first tab was inscribed a new SHD, as yet we have not worked on . . . in the SHOP, that is, I LOVE YOU.

LET US DO YOUR . . .  
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## VIGNETTES OF THE YARD

OLIVER DULAC is now known as the walking encyclopedia for obsolete information. Name it and he can tell you where it is, when it was made and for how long. As a matter of fact we, some of the "second story craftsmen" (inspired by a four story same) have composed, directed and dedicated this lovely work which we call DULAC SYMPHONY in "X" MAJOR. "KCCX, XBAJ, KCU or 161, XDX, XFA, or XDY IS NOT DONE BUT XFA, XDA, and XDD ARE OFF THE SLAB, SO PLEASE DO NOT CRANI!

## GENERALSHIP AT HOME

In line of war, the qualities of the men who command the fighting forces of this nation are exemplified in the deeds they perform. It is in their trust to exact from each man and each piece of equipment the maximum of efficiency, service and coordination.

We have all seen what General MacArthur did in the Philippines. We shall see, in every increasing numbers the heroes of tomorrow. As President Roosevelt said, "It is up to us to apply our guns and ammunition and, above all, our fighting spirit. THAT IS WHAT WE ARE DOING. And the men who are entrusted with the responsibility to see that such work is done FAST have, like the men in front line trenches, no easy time of it."

I believe every employee in the yard is happy to work with his superior. And not a little proud to feel we ALL are doing our part. But the boys in Shop "B" feel just a little more proud to work with our Quartermaster, JOE TRONK. The secrets of this A. V. G. are vital to the war effort. It is however, suffice to say that it takes a real leadership to lead a group of men through the rainbows at home WE HAVE THE

## Notice

Herb Mackay, secretary of the Bollemakers says: "When you come in to pay your dues, please bring your old buttons in exchange for the new." The actual is getting scarce and the exchange ideas will make them last just that much longer. By the way, have you seen the new offices, etc., of the Bollemakers? All modern and it's swell.

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## "FINISHING DOCK NEWS"

By Karl Seigel

WELL fellows, another month has rolled around since our last Rudie and here we are again to give you the low-down on what's what out on the Finishing Dock. There have been a lot of changes; two of our boats are gone, but we understand the old place will be a regular bee-hive as soon as we get a couple more boats launched and that won't be long.

Brother, what a change in those boats in the last 30 days. It does your heart good to see the progress that is being made.

First I have some apologies to make for last month's column. I called Wally McKinnis (driller in Engine Room H-7) a bum. Well Wally, it was all in fun so please forgive me. Also I got bawled out for mentioning 'No Smoking on the Finishing Dock' but we all know now that there is No Smoking either on board ship or on the Finishing Dock. Nuff said.

We would like to throw some bouquets to our friend "Brownie" who is now a leadman. Brownie was one of Sid Harder's right hand men in the Engine Room on H-6. Brownie

is now in charge of foundations, etc. on H-18 and has about 30 men under him. We were glad to see you get it, old man.

The boys on the Finishing Docks went 100 percent for the Defense Bond drive and we are now having deductions from our checks to add up every month for bonds. It's a fine thing fellows, and I say "Buy Bonds until it hurts."

Congratulations to Ted Olsen. Ted now has an L on his hat and is very busy on H-4. He is a swell fellow and we say to those who would make more leadmen out of men like Ted. By the way, Ernie had his hat painted and its Mr. Edgewood now, not Ernie.

Dean's old stand-by "Bill Doer" is also wearing an L and spends his time on H-4 putting in bulkheads. We were proud to hear our friend, Bill Johnson made the grade too. How does it feel to wear an L. Bill? Bill was another of Ernie's men.

Do you know Joe Call? Joe is a quiet little man but he does big jobs. And a swell guy he is too. By the way, do you know that Joe has helped build ships in three wars? Spanish American and the last two world wars. He was a chief engineer for forty years, working at the old Edison shops in South Tacoma as a Boilermaker for many years, and is still going strong. You wear that L like a gentleman, Joe. Congratulations go to Bud Dewitt who has spent the last 19 months under Joe Call. Bud is now a leadman and Joe says he is making good --and how!

Cliff Harder (welder), a brother to Sid Harder, has been up to a leadman. By the way, Cliff initiated 5 new Eagles a few weeks ago, all in one nite. Cliff says he'll buy any man a drink that signs up.

Bruce Parker, restaurant manager, says they are going to have a number of push carts around the yard at noon. Buy your favorite lunch-sipping hot. Well, we think it's a good idea and don't forget the finishing docks. Wonder hat their going to do for rubber tires? They are now serving over 3,000 meals a day in the restaurant and are employing 89 people.

Benny Nelson, (Painter) H-7 is now wearing that cherished L. Keep up the good work, Benny.

This reporter would appreciate it if any of you fellows on the Finishing Docks have any news that you would like to see in this paper, please write it up and give it to me. What say, will you do that?

Heating and Shrinking Gang Gossip The Ace Heater for the month is Carl Phillips, H-7 who has been throwing that little flame of fire around quite recklessly. Chuck Witsen says that Carl is a damn good man.

Burners' Gab Come on you Burners, let's have some help in writing this column. We see "Hoot" Harnes is on the Up-er Deck now and our good old friend Art is in the Engine Room on

## Shipyard Cafe

The Staff: Mr. Frank A. Schlatter, operator; Bruce V. Parker, Manager; M. W. Macklin, Chef; Vicki Siggest, Bookkeeper.

Head Waitresses: Barbara Barnard by night; Ethel Finnigan, morning; Bobbie Schwabel. Afternoon; 24 kitchen employees; 70 waitresses; 4 miscellaneous; total 98.

Requires one cook to cook for help. If all ate at one time would fill one-fourth of all seats. Seating capacity about 400 (including milk cases); 3,000 meals served per day; 120,384 cups of coffee last month--\$6,000 servings of soft ice cream, etc.; 4,920 loaves of bread per month.

Portable serving counters for distributing hot food to the yard will be ready in about two weeks. Paper plates, cups and spoons will be used for serving one hot dish, pie and coffee.

H-7. What's the matter Everett, no news for the Rudder this month?

Ray Johnson tells me that leadman Jack Brunster, H-6 has split his hat. So that's what those L's do, Jack? What's this about Ray Johnson getting married?

Hank Rodgers, chipper, H-7, had a little accident with some gratings a couple weeks ago but he is O. K. now.

Adieu until next me.

### AROUND ABOUT THE YARD

"Red" Wintermute's gang of material men contributed 100 percent to the Bond buying agreement. Ray Ashing, Red's right hand man, says that "Looking up and down the yard today you can see steel and to end". There are 83 men working on the gang and they have done a nice job of stacking that steel.

fee. The sale of pop, milk and ice cream bars will be continued as in the past along with hot food.

Two stations will be put into operation at present, one where the pop and milk are now sold and the other at the opposite side of the yard. The stations will be equipped as rapidly as space, equipment and demand will permit. It is hoped that this new service will relieve the congestion at the restaurant and make it possible for more boys to have a hot meal.

P. S.--We are suggesting that there be a stand set up on the Finishing Dock to take care of the boys that work on the boats in the water. It takes nearly 10 minutes to walk to the cafe and by that time it is impossible to find a seat. If the price was reasonable many of us would discontinue carrying cold lunches.

The Shipfitters' Softball team wants to thank each and everyone for their contribution toward buying shirts and caps. Also would like to see you out to the games.

Turn in your application for membership to secretary, W. J. Rogers, TODAY!

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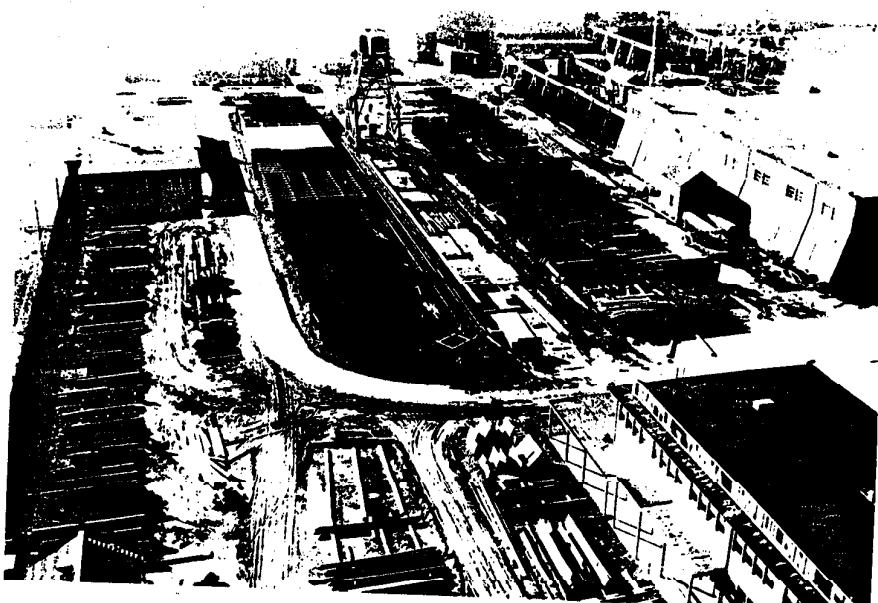
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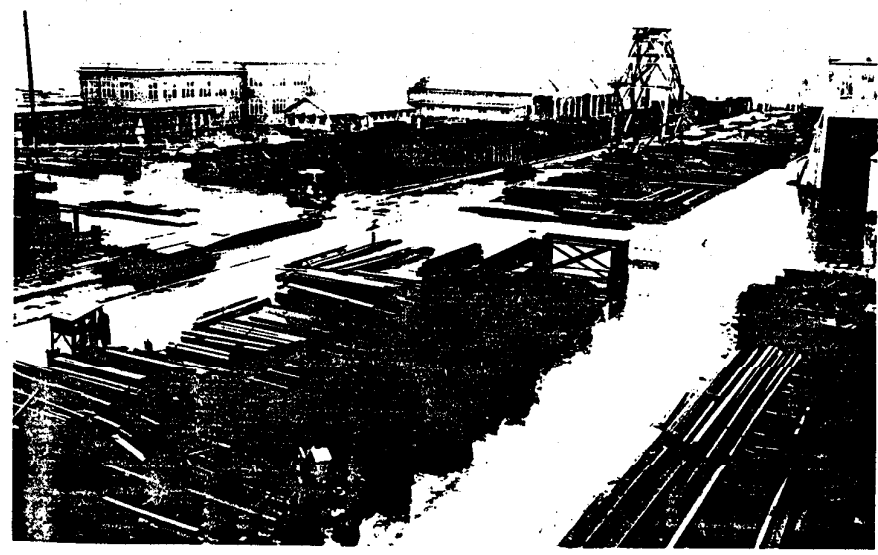


Photo 8 - Looking south at steel racks with Main Office building in left background.

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Photo 10. Looking west from top of Water Tank with Steel Sheds "A" and "B" at right background. (Photos 10, 11, and 12 form a panorama of yard interior)

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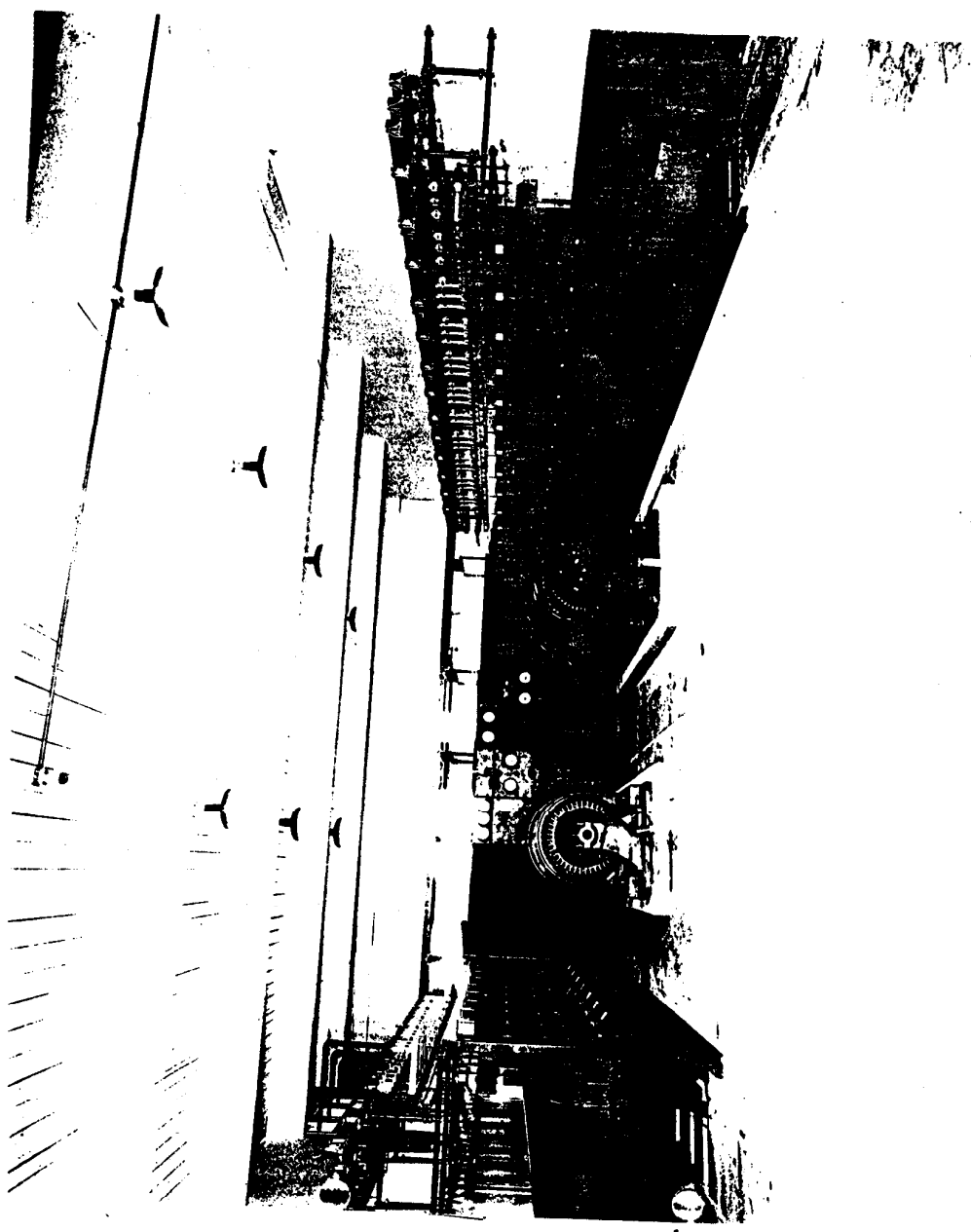
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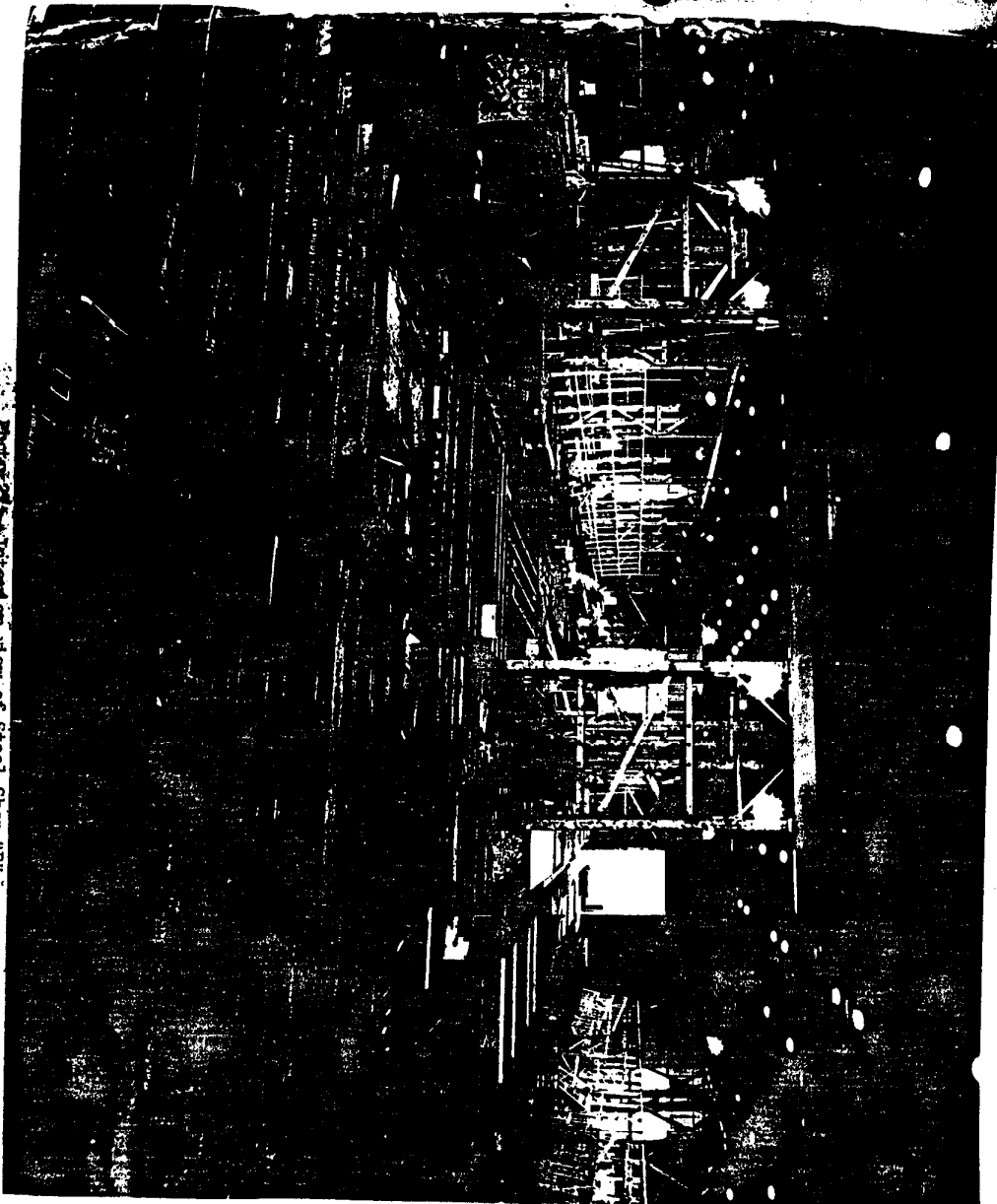
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No. .... Date **1 JUN 1942**

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Subject Seattle Tacoma  
Shipbuilding Corp. (Tacoma Div.)

Photo 9 - Looking east from roof of Steel Shop "B" with  
Restaurant building in center of picture.

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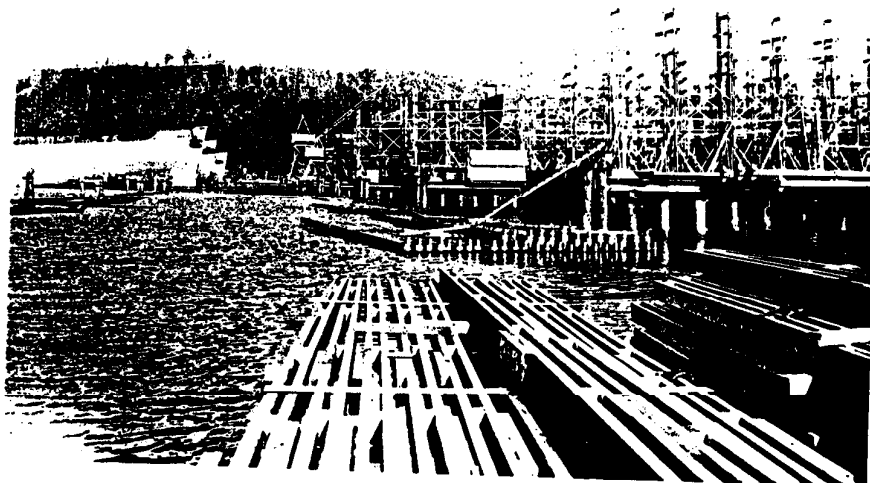
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Photo 14 - Looking west from roof of Mold Loft showing  
Shipways and Assembly Platforms.

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No. MC-154 Date 1 JUN 1942

Made for District Security Office

S. Seattle - Tacoma  
Shipbuilding Corp. (Tacoma Div.)

Photo 15 - Looking east from the end of Craneway 9 across  
end of Shipways.

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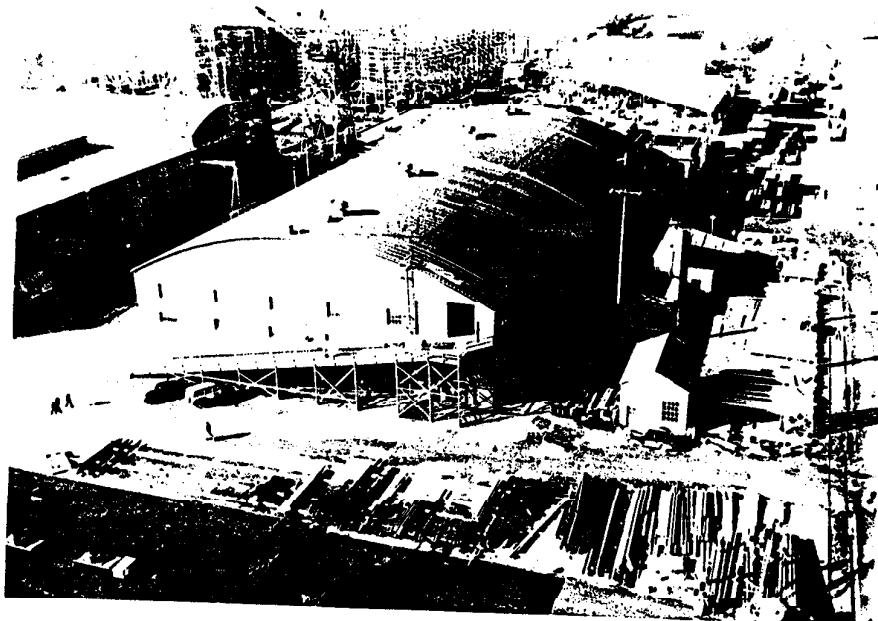
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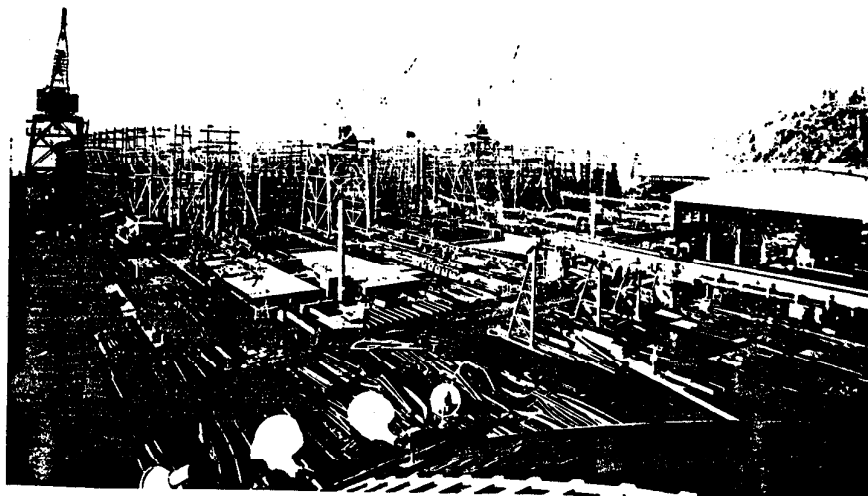


Photo 13 - Looking north from roof of Steel Shop "B" with Shipways and stagings and Steel Shop "A" at right center.

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No. MC-156 Date 1 JUN 1942

Made for District Security Office

Subject: Seattle - Tacoma  
Shipbuilding Corp. - (Tacoma Div.)

Photo 11 - Looking northwest from top of Water Tank showing Mold Loft and Shops building in center. (Photos 10, 11, and 12 form a panorama of yard interior)

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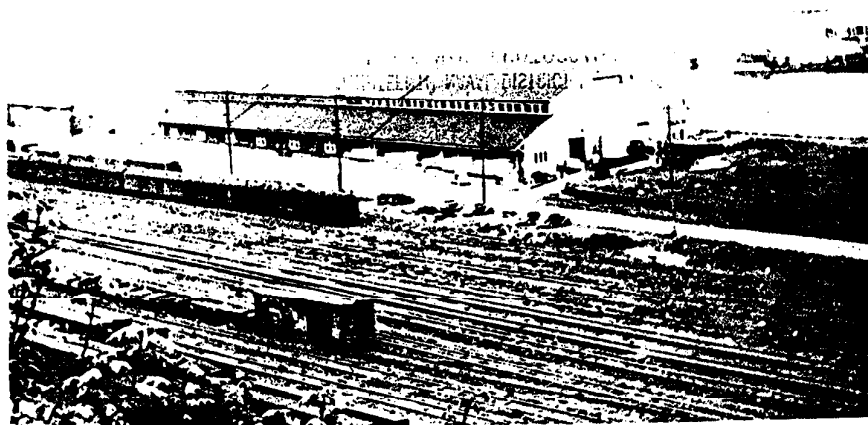
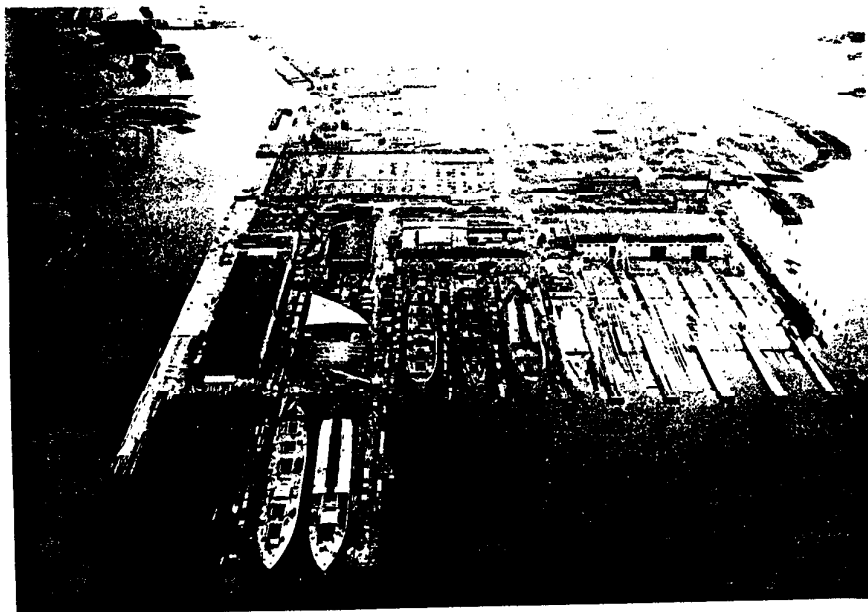
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Photo 23 - "McCormick" Warehouse from southwest.

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No. \_\_\_\_\_ Date **1 JUN 1942**

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Shipbuilding Corp. (Tacoma Div.)

Photo 2 - Aerial view looking southeast with E. 11th St. crossing extreme background (Taken Nov. 30 1941 before plant was completed.)

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No. ME-137 Date **1 JUN 1942**

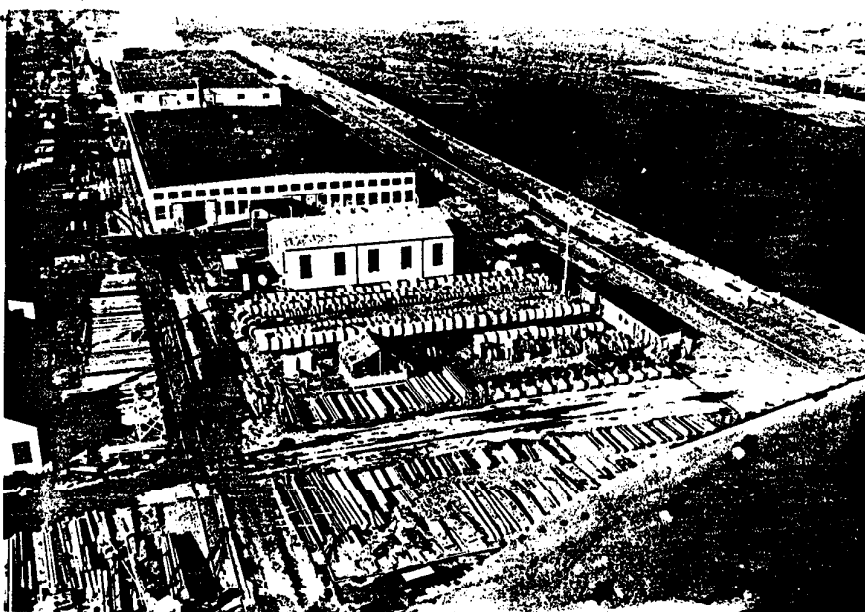
Made for District Security Office

Subject: Seattle - Tacoma  
Shipbuilding Corp. (Tacoma Div.)

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND PROJECT  
NUMBER 100-100000, BY 100-100000, DATE 10/10/00



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DECLASSIFIED PER EXECUTIVE ORDER 12356 SECTION 3.0, AND PROTECT  
 DATE BY *7/1/97* *10/1/97*

Photo 4 - Aerial view looking north showing Peterman Mfg. Co.  
 in center foreground and Hooker Electrochemical Co.  
 right foreground.

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THIRTEENTH NAVAL DISTRICT  
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No. *MC 10-31* Date *1 JUN 1942*

Made for District Security Office

Subject: *Seattle - Tacoma*  
*Shipbuilding Corp. - (Tacoma Div.)*

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Photo 12 - Looking north from top of Water Tank showing Paint  
 Shop Warehouse 2, Shops Building, and Outfitting  
 Wharf 3. (Photos 10, 11, and 12 form a panorama of  
 yard interior)

THIRTEENTH NAVAL DISTRICT  
 OFFICIAL U. S. NAVY PHOTOGRAPH  
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No. *MC-165* Date *1 JUN 1942*

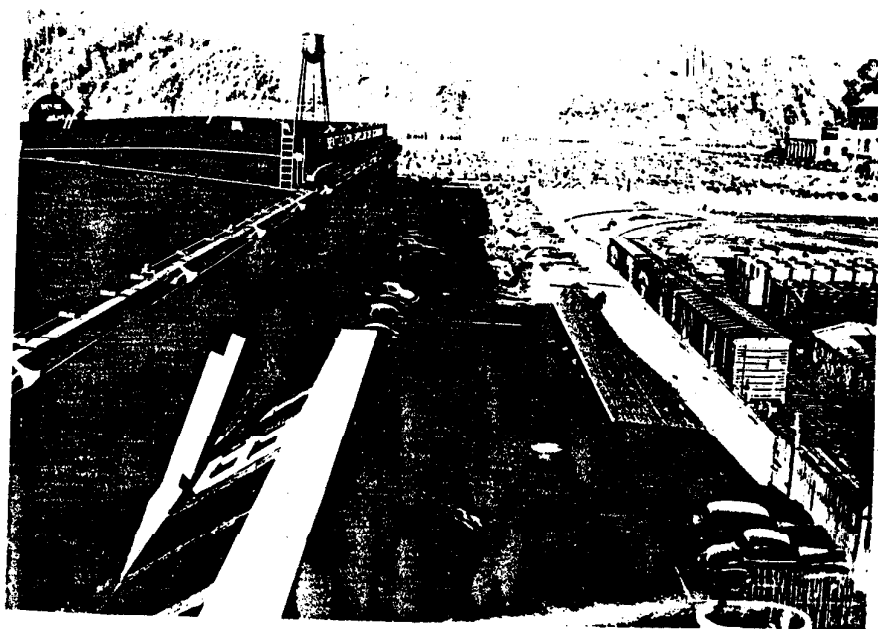
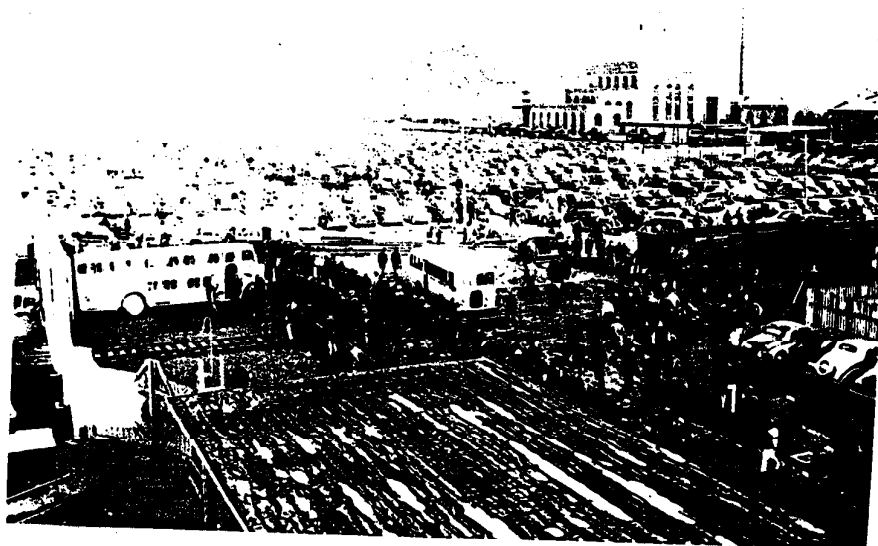
Made for District Security Office

Subject: *Seattle - Tacoma*  
*Shipbuilding Corp. - (Tacoma Div.)*



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NUMBER 100-100000, BY 100-100000, DATE 10/10/00

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NUMBER NAD 760062 BY 861/10/10  
DATE 10/10/10

Photo 5 - View of parking lot from west with Hooker Electro-  
chemical Co. at right background.

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. MC-167 Date 1 JUN 1942

Made for District Security Office

Subject: Seattle - Tacoma  
Shipbuilding Corp. (Tacoma Div.)

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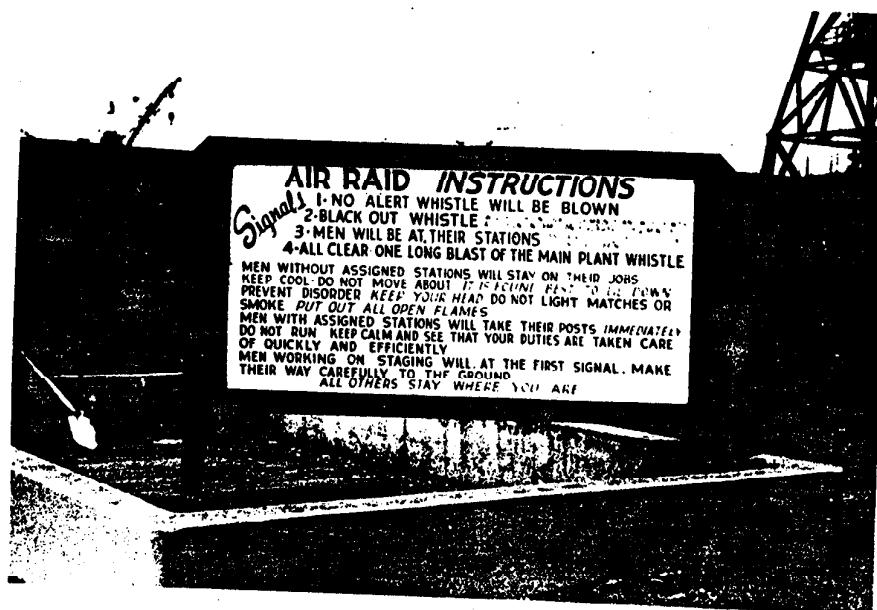
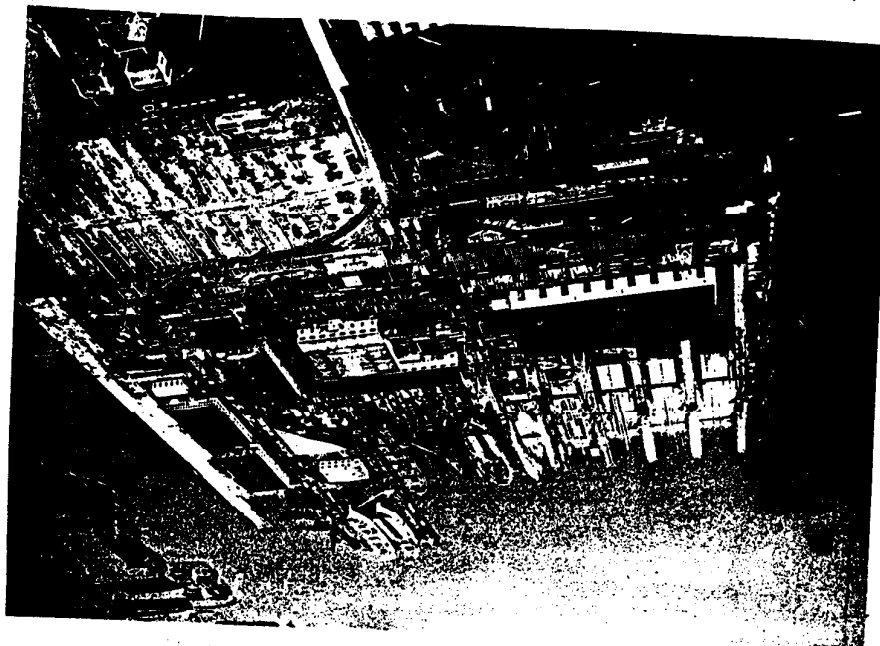
Photo 6 - Looking east along South wall of Main Office building  
(Office annex is being erected in area at right center).

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. MC-161 Date 1 JUN 1942

Made for District Security Office

Subject: Seattle - Tacoma  
Shipbuilding Corp. (Tacoma Div.)



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Photo 3 - Aerial view of plantsite looking north (Taken Nov. 30  
1941 before plant was completed).

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OFFICIAL U. S. NAVY PHOTOGRAPH  
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No. MC-136 Date 1 JUN 1942

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Riv.)

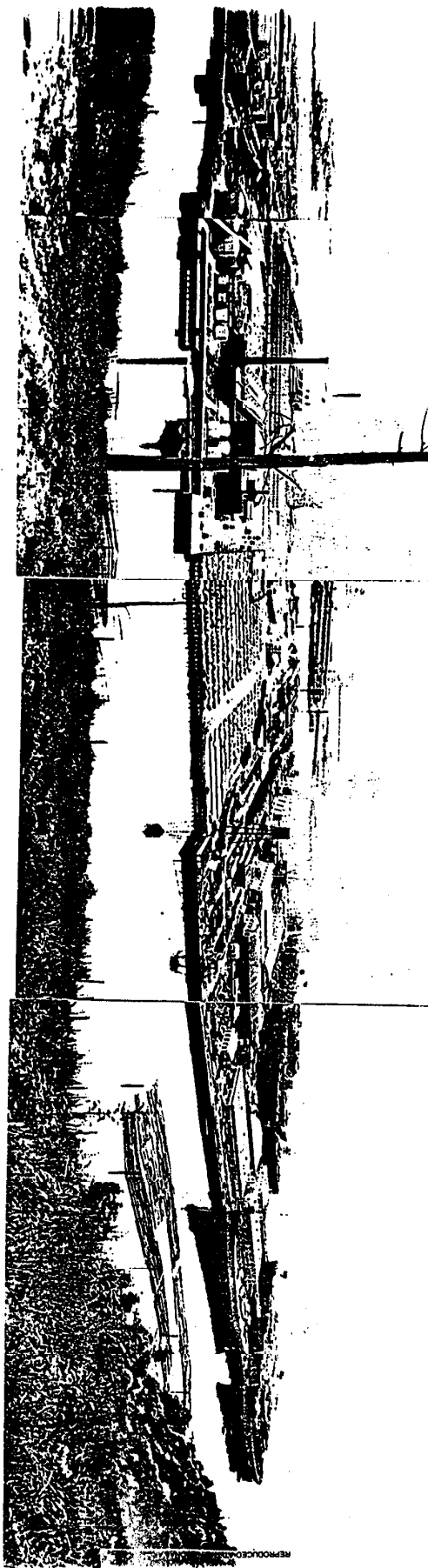
Photo 7 - Air Raid Instruction sign located just inside main  
entrance to plantsite.

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
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No. \_\_\_\_\_ Date 1 JUN 1942

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Riv.)



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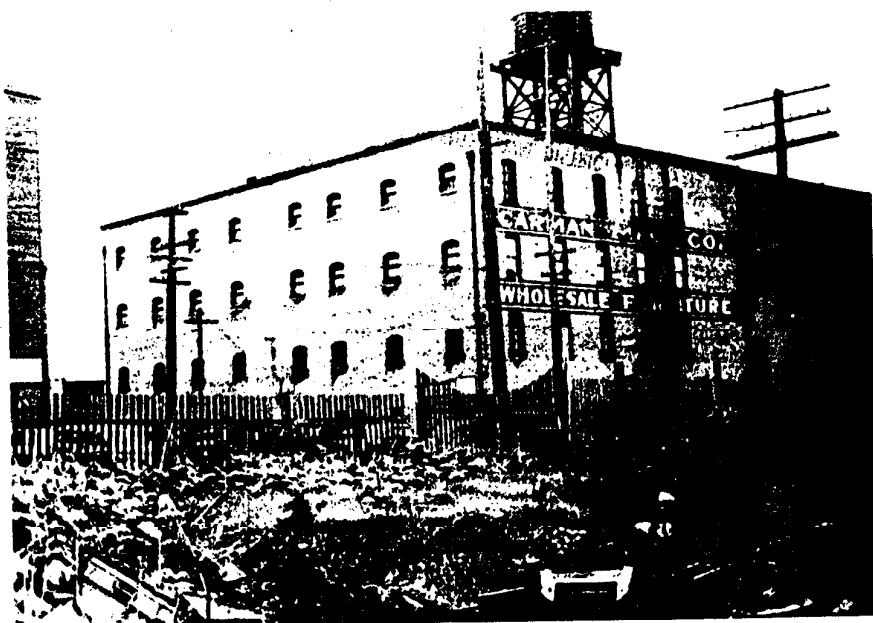
THIRTEENTH NAVAL DISTRICT  
OFFICIAL, U. S. NAVY PHOTOGRAPH  
No. \_\_\_\_\_ Date \_\_\_\_\_  
Made for \_\_\_\_\_  
Subject: \_\_\_\_\_

THIRTEENTH NAVAL DISTRICT  
OFFICIAL, U. S. NAVY PHOTOGRAPH  
No. \_\_\_\_\_ Date 1 JUN 1942  
Made for Lighting Section  
Subject: Mr. Little, George  
Photography Corp. (Army)

THIRTEENTH NAVAL DISTRICT  
OFFICIAL, U. S. NAVY PHOTOGRAPH  
No. \_\_\_\_\_ Date 1 JUN 1942  
Made for Lighting Section  
Subject: Mr. Little, George  
Photography Corp. (Army)

Photo 1 - Improvised panorama of Japanese looking west.

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NUMBER 11111, BY 11111, DATE 11/11/11



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Photo 20 - Warehouse #710 Commerce St.

THIRTEENTH NAVAL DISTRICT  
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No. .... Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Riv.)

Photo 21 - "Carman Mfg. Co." Warehouse looking northeast.

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No. .... Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Riv.)

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, AND PROJECT  
NUMBER NALD 7650 62, BY RB/SN/DA, DATE 12/27/91



DECLASSIFIED PER EXECUTIVE ORDER 12356 SECTION 2.3, NND PROJECT  
NUMBER 100-100000, BY 100-100000, DATE 10/10/10



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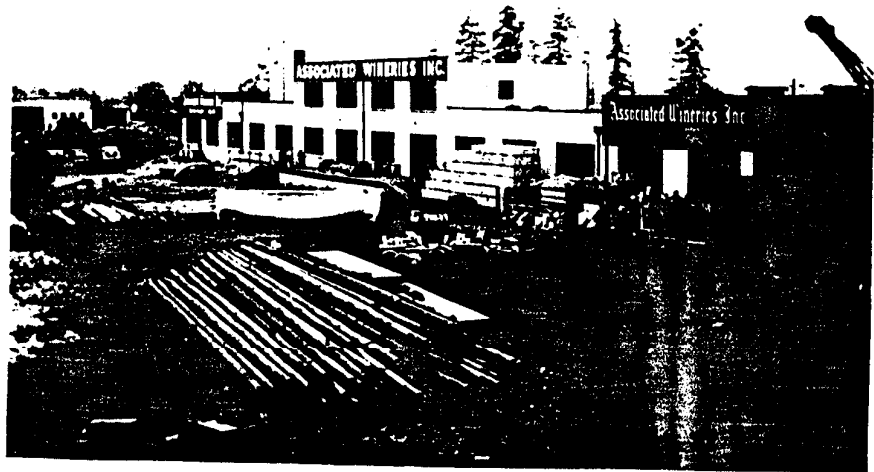


Photo 18 - "Associated Wineries" Warehouse looking southwest.

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OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. \_\_\_\_\_ Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Div.)

Photo 19 - Warehouse #414 Puyallup Ave.

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. \_\_\_\_\_ Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Div.)

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND PROJECT  
NUMBER NALD 765062 BY RB/SN/WH DATE 12/7/94

REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, AND PROJECT  
NUMBER 100-100000, BY 100-100000, DATE 10/10/00



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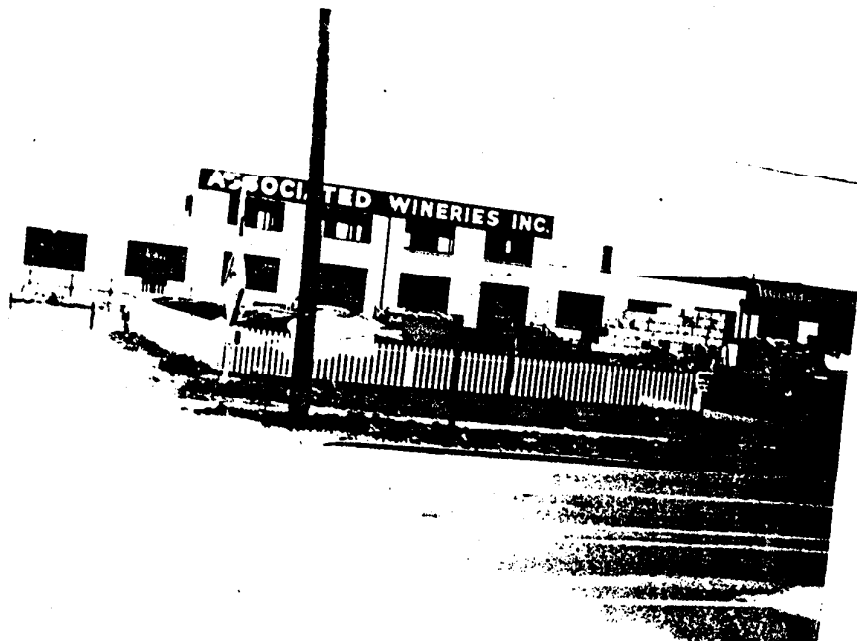


Photo 16 - Looking west at "Associated Wineries" Warehouse,  
6200 So. Tacoma Way.

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. \_\_\_\_\_ Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Div.)

Photo 17 - Storage yard at north end of "Associated Wineries"  
Warehouse

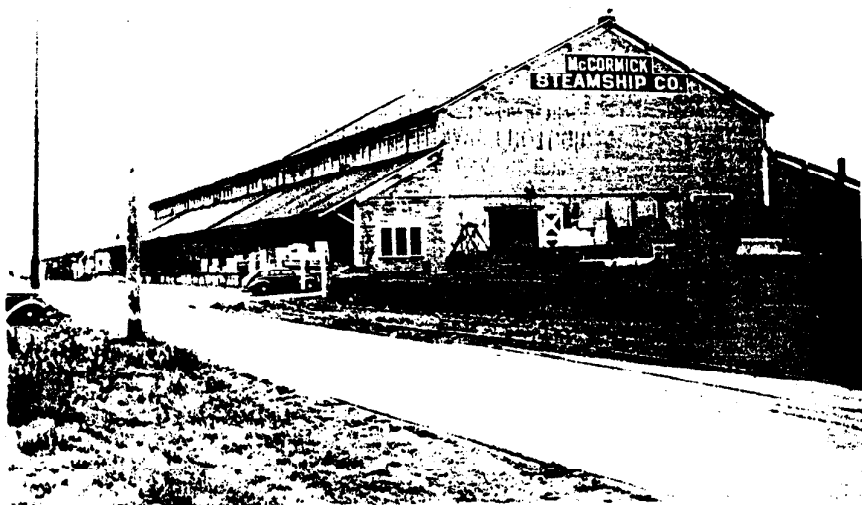
THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication

No. \_\_\_\_\_ Date **1 JUN 1942**

Made for District Security Office

Subject: Seattle Tacoma  
Shipbuilding Corp. (Tacoma Div.)

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, MND PROJECT  
NUMBER NAVS 7650 62 BY RB/SMH, DATE 12/27/94



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 NUMBER 100276, BY 1118/1071, DATE 12/21/94

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THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication  
No. 1 JUN 1942  
Date 1 JUN 1942  
Made for Security Office  
Subject: Shipping (Army Navy)

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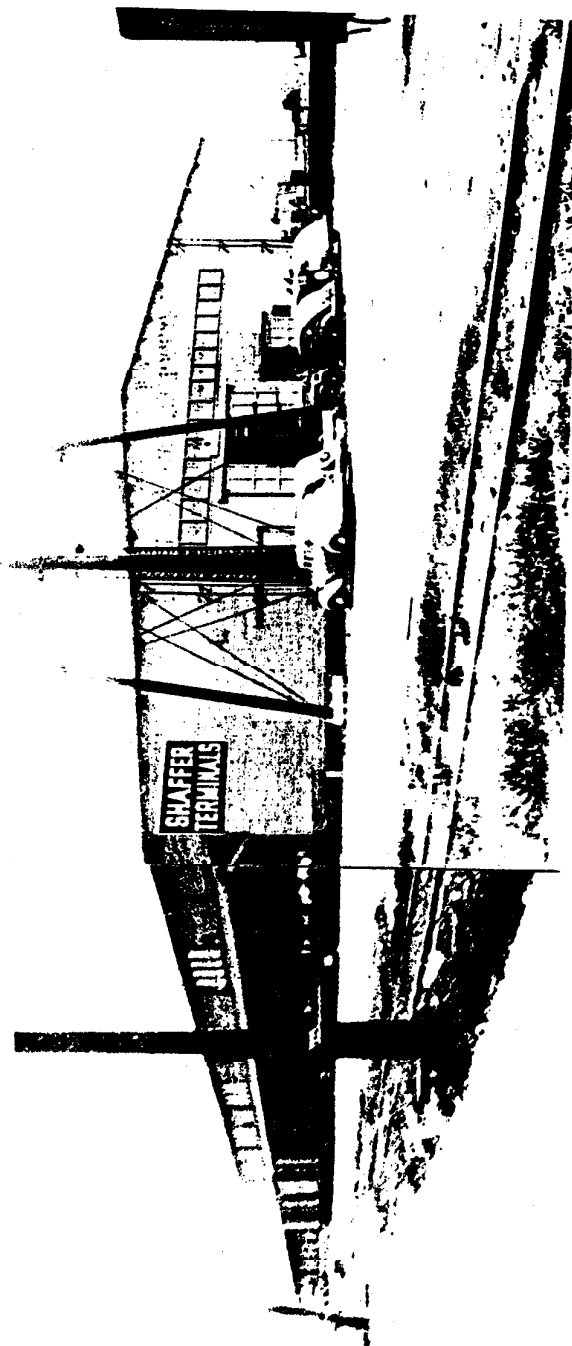
Photo 26 - "Shaffer Terminal #2" Warehouse looking northwest  
with Milwaukee Waterway in foreground.

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication  
No. 1 JUN 1942  
Date 1 JUN 1942  
Made for Security Office  
Subject: Shipping (Army Navy)

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Photo 24 - "McCormick" Warehouse looking north.

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NUMBER 100-100000, BY 100-100000, DATE 10/10/00



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Photo 25 - "Shaffer Terminal #2" Warehouse from south.

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Made for \_\_\_\_\_  
Subject: \_\_\_\_\_

THIRTEENTH NAVAL DISTRICT  
OFFICIAL U. S. NAVY PHOTOGRAPH  
Not to be used for publication  
No. \_\_\_\_\_ Date **1 JUN 1942**

Made for District Security Office  
Subject: *Shaffer Terminal #2 (Warehouse No. 2)*

DECLASSIFIED PER EXECUTIVE ORDER 12356 SECTION 3.3, AND PROJECT NUMBER *NAID 765062*, BY *681/11/11*, DATE *10/17/94*



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INDUSTRIAL HEALTH & SAFETY SURVEY

OF

SEATTLE-TACOMA SHIPBUILDING CORP.

TACOMA, WASHINGTON

JULY 22 - 31, 1943

DECLASSIFIED

E.O. 12356, Sec. 3.2

By \_\_\_\_\_, NARS, Date \_\_\_\_\_

"This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, U. S. C. 50: 31 and 32. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law."

Robert E. Pease, Lt. Comdr. (MC) USN  
Norwich Ross, Lt. (J.G.) E-V (S), USNR  
James P. Morgan, Lt. (J.G.) E-V (S), USNR

RECOMMENDATIONSI. Personnel

None

II. Medical

1. Provide services of full time physician on day and swing shift to provide medical care and supervise activities of the first-aid department, do physical examinations and make sanitary inspections as described in Sections H-6 and H-9 of "Minimum requirements for Safety and Industrial Health in contract shipyards.
2. Provide more floor space for treatment rooms in first-aid Station A unless re-distribution of employees in the yard permits more use of Station B.
3. Establish use of authorization slip for visits to first-aid in accordance with Section of Minimum Requirements.
4. Determine the nature of the 40% of new eye cases listed as "other" and analyze all new eye cases by trade to determine the source of the high incidences of new industrial eye conditions.
5. Provide if possible separate rooms in first-aid stations for the case of female patients.

SEATTLE-TACOMA SB CORP.

## Recommendations (continued)

III. Safety Department and Safety Program

1. Safety training or instruction should be included in all classes of Vocational Training. The use of the Sound-slide films "Welders-To Your Health" and "Eyes For Victory" would be excellent additions to the material now used in the instruction of new employees and the supplementary training of the workers being upgraded by the Plant Training School. (See Section S-2.22 of The Minimum Requirements)
2. The issuance of occasional letters of instructions to all production departments on the responsibility of each and every supervisor to insist that all working under his direction comply with the Company Rules for the Prevention of Accidents.

IV. Personal Protective Equipment

None

V. Ventilation

None

VI. Paint Department

1. Install adequately ventilated paint spray booth in shop at Pier Number Three.

VII. Water Supply

None

VIII. Sewage Disposal

1. Lengthen outfall lines in accordance with recommendations of the State Health Department.

IX. Toilet Facilities

1. Install additional facilities as described in body of report.

SEATTLE-TACOMA SB CORP.

Recommendations (continued)

X. Food Handling

None

XI. Insulation Installation

None

SEATTLE-TACOMA SB CORP.

The following persons were contacted in making  
this survey:

S. B. Moser, Lt.

O. A. Tucker

George F. Kachlein, Jr.,

Dick Brandon

Joe Gordon

Homer Purcell

J. A. Samuelson

Thelma Elder

R. Robbins

Al Olson

Mr. Culbertson

Mr. Burke

U.S.N.R.

Vice-President &  
General Manager

Ass't. General Manager

Safety Director

Personnel Director

Plant Superintendent

Plant Engineer, Facilities

Director of Women, Personnel

Paint Superintendent

Pipe & Copper Shop Supt.

Supt. for V. S. Jenkins Co.

Cafeteria Manager

SEATTLE-TACOMA SB CORP.PHYSICAL DATA

The Tacoma Division of the Seattle-Tacoma Shipbuilding Corporation is situated at the foot of Alexander Avenue in Tacoma, Washington. Transportation to and from the shipyard is by means of automobile and bus.

Escort aircraft carriers are being constructed under a contract with the U. S. Navy. The aircraft carriers constructed up to the present time represent an adaptation of C-3 cargo vessel hulls. There are eight shipways, five fitting-out berths, and three finishing docks. There is no repair work being done in the yard.

Construction of new shop buildings and new warehouse buildings is now under way.

SEATTLE-TACOMA SB CORP.I. PERSONNEL

The Assistant Personnel Director is Mr. Joe Gordon.

A copy of the Daily Labor Report for July 12, 1943 is attached.

It shows:

	<u>Men</u>	<u>Women</u>	<u>Total</u>
First Shift	10,788	1040	11,828
Second Shift	7,430	544	7,974
Third Shift	<u>3,641</u>	<u>208</u>	<u>3,849</u>
Total	21,859	1,792	23,651

Employment of men in the yard has reached its peak and is beginning to fall off slightly.

Separations amount to approximately two thousand per month or roughly one hundred per cent in a year. In the month of June 1943, there were 1,998 separations. These can be broken down as follows:

Quits	1,453
Military	298
Discharges	153
Layoffs	14
Miscellaneous Separations	80

Exit interviews with those who quit show that the reasons, in their order of magnitude are:

SEATTLE-TACOMA SB CORP.

Personnel (continued)

Time -- checked for failure to show up  
 Health  
 Return to farming  
 Miscellaneous  
 Return to logging  
 Returned to fishing  
 Return to other jobs  
 Return to jobs of higher skill  
 Return to school  
 Quit to go into business for themselves  
 Entered army transport service or  
 Maritime Service  
 Unsatisfactory housing conditions  
 Unsatisfactory transportation.

Approximately three-fourths of those who quit were given certificates of availability by the yard.

Every person who terminates his employment for reason of ill health must have a letter from his physician and in addition a verification is sought by the yard from the physicians.

The employment of women was begun in the yard January of 1943.

The maximum number to be employed in the yard at one time is expected to be about five or six thousand. At the present time women are being hired at the rate of about 20 - 30 daily.

All of the affairs and problems concerning the hiring of women in the yard are in the hands of Miss Theima Older, Director of Women's Personnel.

Attached to this report are copies of the "Application for Employment" and the "Dispensary Visit Report". These are forms that were drawn up by Miss Older in her effort at



SEATTLE-TACOMA SB CORP.

Personnel (continued)

Careful selection in the hiring of women, and in her long range plan to discover just what causes, industrial or non-industrial, are sending the women to the dispensary.

The Women's Personnel Director has in her division two "Field representatives" on the day shift, and one on the swing shift.

SEATTLE-TACOMA SB CORP.II. MEDICAL DEPARTMENT

Workmen's Compensation and medical service for industrial injuries is furnished the employees in accordance with the Washington State Law. This law requires the management to furnish adequate firstaid to injured employees and permits the employee to choose any registered physician for medical services. At present two well qualified physicians visit the shipyard each day for examination and treatment of patients and the general supervision of the first-aid department.

A. Personnel

	<u>Day</u>	<u>Swing</u>	<u>Graveyard</u>
Nurses-A Station	5	4	2
B Station	3	2	1
Clerks-A Station	2	1	1
B Station	1	1	1

Physician

One physician visits the yard between 7:45 AM and 10:00 AM daily and another visits from 3:15 AM to 4:30 PM daily.

B. Physical Equipment

There are two first-aid stations designated A and B located in the yard. Station A is located in the production area having at present the greatest number of employees. Station B is located in another section of the yard in the vicinity of the outfitting docks. This station is well designed and has adequate floor space.

SEATTLE-TACOMA SB CORP.

## Medical Department (continued)

The floor space in Station A devoted to the treatment rooms is inadequate for the present work. Both stations have separate eye treatment sections. No separate treatment room for female patients are in use. Medical stores, surgical equipment and physio-therapy equipment on hand or on order is adequate for present needs. Equipment to outfit an operating room in Station B is on order. No X-Ray is in use.

C. Case Handling

The procedure used is the same in both first-aid stations. Patients report to firstaid without signed authorization slips from supervisors. An industrial medical record is prepared for all industrial cases except the minor injuries. Minor injuries are recorded on a daily work sheet.

D. Type and Distribution of Cases

It is estimated that at present there are approximately twice as many patients treated at Station A as Station B.

During July the following cases were treated at the two first-aid stations.

New Industrial Cases (except eye)	5,320
New Industrial Eye Cases	5,834
All retreatment Industrial Cases	10,338
Non-Industrial cases	<u>7,365</u>
	28,857

SEATTLE-TACOMA SE CORP.

## Medical Department (continued)

## New Eye Cases Treated

	Male	Female
Foreign body	1,895	155
"Flash"	1,257	95
Other	<u>2,125</u>	<u>307</u>
	5,277	577
Total-5834		

During June 1943 there were 6,440 new eye cases treated. During this same month there were a total of 601 claims filed, of which 116 were lost-time cases and 485 were no time-loss cases. Among the 601 claims there were 177 due to the following conditions.

Foreign body in eye	-	86
"Flash"	-	65
Occup. disease & Welding fumes	-	26

E. Examinations

Pre-employment - none  
 Pre-placement - none  
 Periodic Special - none

F. Hospitalization Facilities

Beds for one temporary care of patients are in use at firstaid stations. Excellent hospital facilities are available in nearby city.

G. Emergency Routine

Stretchers are distributed throughout the yard. An

SEATTLE-TACOMA SB CORP.

## Medical Department (continued)

ambulance is stationed at the safety office for emergency calls. This ambulance is used to transport patients to local hospitals. Company cars are used to transport ambulatory cases into the city for medical consultations or X-Rays's.

H. Non-Industrial Conditions

During July there were 7,365 visits to the first-aid stations for non-industrial conditions. Simple treatments and medications are given to these cases as requested.

SEATTLE-TACOMA SB CORP.III. SAFETY DEPARTMENT

The Safety Department under the direction of R. C. Brandon is well staffed and doing an excellent job. The cooperation received from the production department in the enforcement of yard safety rules is above average. Improvement is possible in the regular use of goggles when doing work that is hazardous to the eyes. The employment of women is increasing the amount and scope of the work of the Safety Department, and continued use of the Induction and Orientation program is considerable desirable.

The yard is exceptionally clean and every effort is apparently made to keep the work areas and decks of ships under construction, free from foot hazards. The use of Safety Hats in hazardous locations is a yard rule and is fairly well enforced, although some infractions were noted. Improvement could be made in the enforcement of proper hair covering or binding among the women workers.

The records of accidents is adequate, and valuable information is available from the breakdown of accident causes and the area and work where accident frequency is high. The Industrial Insurance Department has difficulty in preparing the Navy-Maritime Summary of Accidents in proper time because the system used for compiling Lost Time Accidents figures depends on the reports as returned to the company from the Department of Labor and Industries of the State of Washington. Additional help in that department would facilitate the preparing of those reports.

SEATTLE-TACOMA SB CORP.

Safety Department (continued)

The company issues employees Manual to all employees. This booklet contains valuable information about the plant, and the policy of the company as well as the rules for Safety and conduct while employed the the Seattle-Tacoma Shipbuilding Corporation.

SEATTLE-TACOMA SB CORP.IV. PERSONAL PROTECTIVE EQUIPMENT

Personal Protective equipment is ordered by the Tool Room Superintendent. Orders for new types of equipment are submitted to the Safety Director for approval. Re-orders of types of items previously stocked are made directly by the Tool Room Superintendent.

Personal protective equipment is stacked and issued at two main places in the yard; the main tool room and the sub-tool room. At the main tool room supplies of hard hats, goggles, and respirators are kept and issued on tool checks to the men. Here also all of the cleaning and sterilizing takes place. At the sub-tool room there is only the stocking and issuing of personal protective equipment, no cleaning of such equipment. At the main tool room there are three women engaged in the cleaning, sterilization, and repair of the equipment. They also issue goggles and respirators to the employees. One other woman is kept busy issuing the hard hats, and a man works at a buffing wheel, removing the craft colors from hard hats that have been returned by the users. All of these persons are on the day shift. On the second and third shifts the regular tool room employees issue the personal protective equipment. The regular tool room employees issue the personal protective equipment on all three shifts at the sub-tool room.

The manner of cleaning, sterilization, and repair



SEATTLE-TACOMA SB CORP.

## Personal Protective Equipment(continued)

deserves special commendation. The commendable features about the program in this yard are the amount of floor space set apart for this purpose, the sink and water supply for cleaning, the sterilization chamber, the practice of wrapping the sterilized articles in cellophane before re-issue, and the racks for storing of hard hats. Cleaning with soap and water precedes the sterilization; sterilization is by means of a moist atmosphere of formalin in a chamber. All hard hats, goggles, and respirators are subjected to this process.

In addition to the personal protective equipment mentioned above, there are also on hand in the yard twelve clean air blowers, for the supply of safe and clean air to the employees using air line respirators. This unit is a product of the Mine Safety Appliance Corporation; each will supply enough air for ten individual air lines through a manifold.

It is used by painters, scalers and buffers, for supply of air to their air hoods or respirators. It is also used by some welders who have within their hood a diffusion tube for supply of fresh air.

The only personal protective equipment not ordered by the tool room through the Safety Department is that acquired directly by the Paint Department. It shall be discussed elsewhere.

SEATTLE-TACOMA SB COFP.INVENTORY OF SAFETY EQUIPMENTFACE SHIELDS:

	<u>*Quantity</u>
Face Shields Complete	258
Face Shields Parts:	
Windows Green Size 4 CF#1039	500
" Clear " 4 " "	1400
" " " 9 CB#9	1550
" Green " 9 CB#9	450
" " 4 "	331
" " 9 "	250
" Clamp Strips	276
Head Straps	850
Pivot Bolt Assembly	600
Head Bands CF#103, CF#1037	1825
Rubber Bands	4 cartons

GOGGLES:

Dust Goggles Clear Complete	2025
Dust Goggles Calabar "	158
Dust Goggles #402 Duralite	2725
Dust Goggles Drendcut	113
Cover Glass Goggles	4
Parts for:	

Goggles Head Bands	852
--------------------	-----

#3000 Goggles Clear	3627
#3080 Goggles Calabar	2704
Parts for:	

50 W.M. Lens	Temples #3	1455	Pr.
	Temple Screws #33	2700	Pr.
	Side Shields #11	75	Pr.
	Leather Bridge Straps #29	1925	
	End Piece Screws #34	2500	Pr.
	Side Shields #11	1	Carton
	Sel Green	100	Pr.
	Neod Calabar	140	Pr.
	Welshard Flat White	935	Pr.
	#5 Shade Burners	50	Pr.
	Clear Lens 1.25 Curve	450	Pr.
	Clear Super Armour plate	155	
	Welshard Flat round	2	Boxes
	Thin Protective Lens	4	"
	1.25 D. Curve Lens	1	Box

## Inventory (continued)

	*Quantity
Welders Lenses #10	14862
" " #11	916
" " #12	603
" " Mixed sizes	2965

HATS:

Hats on tool Checks & on file	24441
Skullguards Men "R"	6420
Strauss #	276
" " Ladies	3180
Repaired Hats	1106
Hats to be reconditioned "Strauss"	3633
" " " discarded "Bullard"	6756
Skullguard Parts:	
Shin Straps	2431
Hat Bands assort sizes	1438
Strauss Parts: Hat Bands assort sizes	1050
Strauss Ladies Parts:	
Hat Bands	120
" "	1 Carton
Shoe Strings Long	1800
" " Short	1365
" " Assorted size	7 Cartons

RESPIRATORS:

Dustfree C.M. 41531 - C.M. 14343 (Plastic)	3456
Dustfree Parts:	
C.M. 11442 Filter Cover	145
C.M. 17618 Filter	150
C.M. 11443 Inhalation Valve	300
C.M. 14862 Exhalation Valve	2725
C.M. 17763 Filter	1900
Assorted Parts	4 Cartons
Confo Respirator C.R. 16187 (gas for vapor)	2 cartons
" " " reconditioned	200
" " Parts for:	
Straps	1 carton
Assorted parts	2 cartons
Confo Respirator E.M. 8281	133
Confo Respirator Parts:	
E.M. 8906 Inhalation Valve	3000
E.M. 8722 Rubber Bands	3000
E.M. 8397 Exhalation Valve inserts	800

SEATTLE-TACOMA SB CORP.

## Inventory (continued)

	<u>*Quantities</u>
Comfo Respirator C.R. 16485	13
Willson #2 Respirators	321
Willson #2 Parts for:	
R-117 Metal Screw ring	332
R-104 Head Bands	850
R-117 Metal Screw Ring (male)	107
R-107 Valves	10000
2-5/4" Dia. Filters	39800
Filter papers & parts	1     Carton
Willson Hood Respirators	20
Parts:	
Filter Set	20
Comfo Respirator C.R. 17060	18
Misc. Respirators	897
Air Line Respirators	126

\* Quantities listed include the amounts in use and those on stock in the tool rooms.

SEATTLE-TACOMA SB CORP.V. VENTILATION

1. Introduction. The ventilation crew comprises a distinct organization, the foreman of which reports directly to the Works Manager of the shipyard. The foreman is in complete charge on the day shift. There is a sub-foreman in charge on each of the night shifts. Coordination of the ventilation work on the three shifts is brought about by these three men.

The relationship between the Safety Department and the Ventilation Department is one of mutual cooperation. Safety Inspectors make reports and forward complaints about ventilation. The Safety Director, although no longer being directly responsible for temporary ventilation, is consulted on problems of equipment and procedure.

2. Personnel. In the ventilation Department there are leadmen, mechanics, and helpers. They are members of the Boilermakers Union and on the yard payroll are classified as ventilation leadmen, ventilation mechanics, and ventilation helpers. They formerly were classified under the welders.

Personnel on the three shifts is as follows:

	Mechanics & Helpers		
1st	80		
2nd	60	to	65
3rd	45		
Total	185	to	190

SEATTLE-WACOMA SE CORP.

## Ventilation (continued)

Included in this enumeration are thirty-seven women, twenty of whom are on the first shift, twelve on the second shift, and five on the third.

The women in this crew are used in the ventilation shops, of which there are two, and for upkeep, maintenance, and distribution of the Clean-Air Blowers.

Aside from the women, all the members of the ventilation department are actively engaged in the work of ventilation.

Repair, cleaning, and overhaul of the blowers is done by the Electrical Department when needed. Crossing of the blowers in operation on the hulls is done by a machinists helper.

3. Equipment. A considerable amount of additional equipment has been obtained since the time of the previous survey, as shown by the following tabulation:

Name	Type	Capacity	H.P.	R.P.M.	Quantity	
					Now on hand	Previously only
Sawyer	Flat;Master	6000	1	3600	101	} 24 Sawyer
Sawyer	"Round;Whirlwind	6000	2	3600	54	
Western		15000	15	1745		} 75 Western
Western		5000	5	1740	16	
Western		6000	3		15	
Western	K C		1	3450	150	
Sturtevant	Sturtevant vane	15000	15	1450	40	40
	Design 5					
	Size 75					
Buffalo					0	18
Coppus		15000	1/2	5000	100	65
Tornado	10A		1		152	170
Garden City			7 1/2	1800	1	0

SEATTLE-TACOMA SE CORP.

## Ventilation (continued)

\* The type of Western Blower that delivers 15,000 cubic feet of air per minute has been on order for some time and is only now being delivered. It is not known how many will be obtained.

For use with these blowers the yard has the following type of duct:

1½" flexible metal hose

2½" " " "

3" " " "

3½" flexible, wire reinforced rubber hose

6" " " " " "

11" Canvas wind sack

18" " " "

22" " " "

26" " " "

. Procedures. The ventilation department is faced with the problem of furnishing ventilation at any one time for four or five hulls on the shipways, five at outfitting, and one or two at the finishing berths.

The production schedule allows sufficient time so that ventilation equipment can remain on board the hulls for extensive periods of time and the loss of equipment standing in the docks is almost negligible.

In the main, general ventilation is the method relied upon for the removal of air contaminants. Local exhaust is used only to a limited extent in specific situations.

SEATTLE-TACOMA SB CORP.

## Ventilation (continued)

Temporary access and ventilation holes are shown on Drawing Number 1600-- ICA of the Engineering Department. Their number and location are considered satisfactory by the ventilation department.

Welding on galvanized metal is limited to that done on the shipways while the aviation gasoline storage tanks are being installed. For this work there are available local exhaust hoses to remove the fumes from their source. Some instances of misuse of the hose by the welders were observed. A strong effort is being made by members of the ventilation crew to impress upon the welders the necessity of holding the end of the exhaust hose within eight or ten inches of the arc in order to capture all of the fumes. It is understood that in the future on hulls to be built in this shipyard the use of galvanized metal for the gasoline storage tanks will be discontinued.

At the outfitting berths a standard ventilation procedure that is well adapted to the size and character of the vessels has been devised. Briefly it consists of simultaneous supply and exhaust through rigid ducts by means of blower equipment placed on the hangar deck. Fans of large capacity are used. Duct work is of sufficiently great diameter to carry air over the great distances necessary without too great a friction loss. Acquisition of the fifteen thousand cubic feet per minute units will further improve this situation.



SEATTLE-TACOMA SB CORP.VI. PAINT DEPARTMENT

Personnel in the Paint Department on July 12, 1942  
amounted to:

	<u>1st Shift</u>	<u>2nd</u>	<u>3rd</u>	<u>Total</u>
Painters	378	232	45	655
Scalers	74	93	0	<u>167</u>
Total				823

There were thirty-two women employed in the department at that time. They were classified as painters. The employment of women is increasing and many will be used in the future as scalers.

Nature of Work

The scalers of the Paint Department use power driven tools to remove rust from the steel surfaces prior to painting. Two types of tools are used, one weighs fourteen pounds, the other nine pounds. The women are usually given the lighter tool. Scalers are now being paid mechanic's wages.

The women employed as painters are used chiefly as "maskers"; they go about applying tape and paper protection to fixtures before spray painting.

Approximately twenty percent of all paint is applied by spray. Because of the increasing difficulty in obtaining men, it is anticipated that the proportion of spray painting will be increased in the near future.

Some skin plates are subjected to wet sand blast to remove scale before painting. For that job the Paint Department uses two men on the day shift and two men on the graveyard shift.

## Painting Department (continued)

Materials Used

Interior painting consists usually of one priming coat and one coat of fire retarding paint. No red lead is used.

The cold plastic anti-fouling paint, 143E is used on the hulls and in the interior of pipes that are to carry salt water. At the present time cold plastic anti-fouling paint is applied by brush to the exterior of the hulls. It is the intention of the Paint Superintendent to have this done by spraying in the near future.

Hot bitumastic enamel is used in some drain wells aboard the vessels.

Working Conditions

About seventy painters are employed for maintenance work in the yard, the remainder are at work on the hulls. Very much of the scaling is done on the skids and assembly ways, some on board ship.

There are now about fifty-five painters on the graveyard shift (increase of ten from the July 12 Labor Report), most of whom do spray painting. It is the aim of the Paint Superintendent to have as much spray painting as possible done on the graveyard shift, so that objections from men of other crafts will be a minimum. Eventually all spray painting will be done on graveyard.

There are two main paint shops; the first is near the outfitting Pier Number Three and the other near the outfitting Pier Number Four. At Pier Number Three the paint shop is in a

SEATTLE-TACOMA SB CORP.

## Paint Department (continued)

large brick fireproof building, having two sections separated by a fire-wall, one for mixing and storing paints, the other for sign and hat painting and for locker and toilet space. There is no spray booth at present. One is planned for the storage section of the building. It should, by all means, be installed as soon as possible. Outside of this building is a tank of hot caustic solution in which paint buckets are cleaned.

The Paint Shop, near outfitting Pier Number Four occupies one small section of a large concrete fireproof structure. It is used chiefly for storage of daily supplies of paints and painting equipment and for brush cleaning. There are several shacks at various places throughout the yard; these are used for storage of the daily supply.

Precautions Against Health Hazards

DeVilbiss and Jackson paint spray hoods are in use by spray painters. They are ordered through the tool room by the paint department and stored at the tool room. They are turned in to the tool room for cleaning and sterilization by the individual employees to whom they are issued.

Dustfree respirators and Willson air line respirators are used by the scalers.

Toilet and washing facilities are above standard in the paint-shop near outfitting Pier Number Three. In addition, there are lockers, tables, and benches, on the upper floor of the shop building.

Toilets and wash rooms are situated nearby to the other paint shop.

SEATTLE-TACOMA SE CORP.VI. WATER SUPPLY

The water supply for the shipyard comes from the City of Tacoma water supply system. There is a twelve inch city main leading to the yard.

Fire lines and domestic lines are separated and distinct.

A survey of the existing fire and domestic lines and a study of the possibilities of cross connections between the two or between the sewer and domestic supply, or between the bay water and the domestic lines was begun on July 14 by Mr. Wilson Bow of the State of Washington Health Department, and by Mr. Al Green of the city of Tacoma Health Department.

Their findings and recommendations shall be submitted at a later date.

SEATTLE-TACOMA SB CORP.VIII. SEWAGE DISPOSAL

The disposal of sewage is by direct discharge into the bay and by the use of septic tanks. There are four septic tanks in the yard. One is no longer in use. The other three are connected to toilets in certain shop buildings and warehouses. All other toilets discharge directly into the bay. In some cases the outfall line is not below the low tide mark and the raw sewage is deposited onto the ground near where men are working. This occurs at the end of the new warehouse, and at three places on the shipways. A study of sewage disposal methods is being made by State of Washington and City of Tacoma Health Departments. Reports and recommendations shall be submitted.

SEATTLE-TACOMA SB CORP.IX. TOILET FACILITIES:Men

Sanitary facilities for men are located at seventeen places throughout the yard and in eleven portable shacks aboard the hulls afloat. On shore the facilities consist of:

Flush Toilets	153
Urinals	57
Wash Basins	140
Showers	6

These facilities are considered adequate with the following exceptions.

1. Men working at southeast end of outfitting pier No. 4 have no nearby facilities. They must walk several hundred yards to Building 51, with a consequent loss of time. Fifteen to twenty men are employed in this vicinity, - testing tanks, sand blasting, shot blasting, metallizing and doing carpenter maintenance work. One toilet and one urinal would be sufficient for their needs.
2. The large sandlot, now used as a storage yard is without adequate facilities. Its isolated position makes it impossible for persons employed in it to use other facilities. Pit privies are not approved.
3. Until the permanent fixtures are installed in the new warehouse building, there will be a need for toilet facilities in that area.

SEATTLE-TACOMA SB CORP.Toilet Facilities (Continued)

4. Some facilities should be provided for men in the scrap disposal yard on the plot leased from Hooker Electro Chemical Company.

Shipboard Toilets

The portable shacks that are used on board the vessels that are being outfitted are ten feet four inches long by seven feet wide. Each unit contains one urinal trough and one trough type constant flush toilet having four seats. There is no wash basin in the unit. There are eleven of this type.

Six new units are being built. As improvements over the older type they will have open front ply wood seats, impervious flooring, and a new type drain on the troughs to eliminate the possibility of back siphoning into the fresh water supply.

The existing shacks and those that are being built are constructed to fit onto the stern of the ship, one on each side. Because of the size of these hulls much time would be lost if men were forced to go ashore for toilet facilities; there is, therefore, a great need for facilities aboard the hulls. The present needs would be diminished if some such portable shacks to go onto the bow of the ship could be designed and built.

Chemical toilets, to be cleaned and serviced daily would be another possible solution to this problem.

Women

Sanitary facilities for women, exclusive of those employed

SEATTLE-TACOMA SB CORP.

## Toilet Facilities (continued)

in the various office buildings consists of:

Flush Toilets	107
Wash Basins	68
Showers	6

These facilities are located at a total of fourteen different places scattered over the shipyard. The major localities for women's facilities are the two women's facilities buildings.

Number one is located next to the restaurant near the main gate; number two is situated near to outfitting Pier Number Four.

There are no facilities for women on board the hulls afloat. The mens' shacks are not readily adaptable for women's use. It is the policy instead to permit the use of the ship's permanent toilet facilities by the women.

Completion of these units is hastened on the hulls being fitted out. Prior to their completion women must go ashore.



SEATTLE-TACOMA SB CORP.X. FOOD HANDLING

The management of the shipyard is now embarked on an attempt to provide quick food service of good quality, at low cost, to as many of the twenty-eight thousand employees as may desire it. The present attempt was brought about by long continued dissatisfaction, complaints, and unrest caused by the former restaurant service in the yard.

The shipyard management has taken over the administration of the restaurant from the former operator and employs an experienced restaurateur as manager. The length of the building is being enlarged about fifty per cent, making possible an expansion of the kitchen about two hundred per cent. Plans for the internal arrangement of the kitchen and serving area appear excellent. Service will be cafeteria style rather than restaurant style as has been the custom.

Included among the improvements are:

One refrigerator for pastry

One refrigerator for meat

One "sharp" room for ice cream, cream, etc., to be maintained at 30° F.

One refrigerated storeroom for vegetables, fruits, etc., to be made of existing all-purpose refrigerator.

One fish storage box

SEATTLE-TACOMA SH CORP.

## Food Handling (continued)

One meat cutting room

Sanitary bins for staples

Hot water storage tank of nine hundred gallons capacity.

Booster heater for hot water to the washers.

Separate dish washers, pot washer, glassware washer, and silverware washer.

Tight windows in the kitchen to exclude flies.

Increased range and oven space.

Approximately quadrupled work table space

Enclosed garbage bin and garbage loading platform

Facilities for cleaning garbage cans.

Storage warehouse for food newly arrived from dealers in Tacoma.

Loading area at rear of kitchen for portable canteens.

Because of the expansion program now underway no inspection of the sanitation of the premises was made at the time of this survey, nor was any study made of compliance with previous recommendations. The previous recommendations were made by the Chief Health Consultant at the time of his survey on September 5, 1942, and concerned the structure and service existing at that time.

At the present time there are 200 persons employed by the restaurant. Approximately 8,000 persons are served per day. It is expected that eleven or twelve thousand persons will be served daily from the new cafeteria. The

SEATTLE-TACOMA SE 'CORP.

## Food Handling(continued)

number of employees, who will then be required cannot at this time be estimated. Toilets and lockers in the adjacent Women's Service Building number one are available to female employees of the restaurant.

The new program of food handling will include several portable canteens to be placed at various localities in the yard during the lunch periods for the three shifts. There will be nine of the units, including five new ones now being built. Service will consist of three separate choicers daily at three different prices. Tickets will be sold to the men standing in line approaching the cart. The attendant then need only note the color of the patrons ticket, dish out the meal corresponding to that color, and take the ticket. In this way it is hoped that large numbers of men may be served hurriedly.

SEATTLE-TACOMA SE CORP.XI. INSULATION INSTALLATION

The V. S. Jenkins Company of 2940 East 21st Street, Tacoma, Washington, is the contractor for asbestos and Fiberglass insulation. The materials that are used are:

Fiberglass blanket

Fiberglass tape

Rock wool type glass slag used on ducts, designated DX No. 4 & DX No. 10

Asbestos cloth

Amosite

Magnesia pipe covering

Fire felt.

Enamel for magnesia pipe covering--  
Manufactured by E. W. Kellogg Company  
#12 Formula number 27.

The fire felt and the magnesia pipe covering are put on board the vessels.

This subcontractor has two shops in the shipyard. Shop "A" is located near the finishing pier. The only cutting in this shop is that of the amosite blankets and it is done with an electric shears. Various types of insulating material is stored in this shop.

Shop "B" is located at the opposite end of the yard near the outfitting pier. There are two electrically driven saws in this shop for cutting flange covers. One saw is enclosed by a dust hood. The other saw has no dust control.

At the time of this inspection neither shop showed any evidence of extremely dust conditions.

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SEATTLE-TACOMA SB CORP.Insulation Installation (cont'd)

The superintendent for the subcontractor stated that there was a satisfactory supply of dust respirators, usually used by those installing Fiberglas. They are of the Justice type. The subcontractor also supplies his men with face shields and rubberized fabric gauntlets but they were not observed to be in use.

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INDUSTRIAL HEALTH AND SAFETY SURVEY  
OF  
SEATTLE-TACOMA SHIPBUILDING CORPORATION  
TACOMA, WASHINGTON

January 31, to February 2, 1944

By: Harry G. Beck, Comdr., (MC), USNR  
John F. Ege, Jr., Lt., (jg), H-V(S), USNR  
Morwick Ross, Lt., (jg), H-V(S), USNR

"This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, U. S. C. 50; 31 and 32. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law."

Reference (a): Industrial Health and Safety Survey  
of July 22 - 31, 1943

By: Robert S. Poos, Lt. Comdr., (MC), USN  
Morwick Ross, Lt. (jg), H-V(S), USNR  
James F. Morgan, Lt. (jg), H-V(S), USNR

- 2 -

The following persons were interviewed during this survey:

Capt. J. L. McGuigan	Superintendent of Shipbuilding
Lt. S. B. Moser	Security Officer
O. A. Tucker	Vice President & General Manager
J. A. Samuelson	Plant Engineer, Facilities
Ross Wright, M.D.	Medical Adviser
Lewis Hopkins, M.D.	Medical Adviser
Mrs. Florence Eves	Head Nurse
R. C. Brandon	Safety Director

- 3 -

This survey was conducted for the purpose of reporting upon the progress of recommendations made as a result of the survey of reference (a), and to make any further recommendations arising out of changes in the yard since the date of the original survey.

The recommendations of reference (a) are quoted below, with progress noted under the heading, comment.

I. Personnel

"1. None."

II. Medical

"1. Provide services of full time physician on day and swing shift to provide medical care and supervise activities of the first-aid department, do physical examinations and make sanitary inspections as described in Sections H-6 and H-9 of 'Minimum Requirements for Safety and Industrial Health in Contract Shipyards'."

Comment: This recommendation has not been complied with. The Medical Department organization remains the same as at original inspection.

"2. Provide more floor space for treatment rooms in first-aid Station A unless re-distribution of employees in the yard permits more use of Station B."

Comment: There has been no change since original report.

"3. Establish use of authorization slip for visits to first-aid in accordance with Section of Minimum Requirements."



- 4 -

Comment: This recommendation has not been complied with; no authorization is required for treatment at Dispensaries.

"4. Determine the nature of the 40% of new eye cases listed as 'other' and analyze all new eye cases by trade to determine the source of the high incidences of new industrial eye conditions."

Comment: The Monthly Industrial Insurance Report does segregate eye injuries according to craft. It does not definitely segregate occupational and non-Occupational eye conditions nor does it segregate the eye conditions according to diagnosis.

"5. Provide if possible separate rooms in first-aid stations for the case of female patients."

Comment: One of the Dispensary Buildings does have a separate dressing room for women but the other does not.

### III. Safety Department and Safety Program

"1. Safety training or instruction should be included in all classes of Vocational Training."

Comment: At present there is no safety instruction in Vocational Training with the exception of the Rigging Department. Permission has been requested by the Safety Department to institute a Safety Instruction Program in the Vocational

- 5 -

Schools for New Hires, Leadmen, and Foremen.

The use of the sound-slide films "Welders - To Your Health" and "Eyes for Victory" would be excellent additions to the material now used in the instruction on new employees and the supplementary training of the workers being upgraded by the Plant Training School.

The sound-slide films "Welders - To Your Health" and "Eyes for Victory" have been in use since their date of issue.

(See Section S-2.22 of the Minimum Requirements)

"2. The issuance of occasional letters of instructions to all Production Departments on the responsibility of each and every Supervisor to insist that all working under his direction comply with the Company Rules for the 'Prevention of Accidents'."

Comment: Reports of accidents involving man failure or lack of supervision are sent, with appropriate recommendations, by the Safety Department to the Superintendent of the craft involved. In our opinion this is merely a stop gap measure pending the adoption of a formal plan by Management fixing the responsibility for accident prevention upon the Production Departments.

#### IV. Personnal Protective Equipment

"None."

- 6 -

V. Ventilation

"None."

VI. Paint Department

"1. Install adequately ventilated paint spray booth in shop at Pier Number Three."

Comment: There are no spray painting operations being done in this location, but before this booth will be used in the future adequate facilities will be provided.

VII. Water Supply

"None."

VIII. Sewage Disposal

"1. Lengthen outfall lines in accordance with recommendations of the State Health Department."

Comment: These recommendations have been complied with.

IX. Toilet Facilities

"1. Install additional facilities as described in body of report."

Comment: The yard has not provided facilities for the men working in the scrap disposal yard on the plot of land leased from the Hooker Electro-Chemical Company. It is important that this recommendation be complied with.

All other facilities have been provided as recommended.

✓ X. Food Handling

"1. None."

- 7 -

Comment: This shipyard has one of the best industrial feeding programs in the West Coast Contract Shipyards. The facilities are complete and maintained in a clean and orderly manner. Service in both the cafeteria service lines and at the lunch wagons is fast. The food served is tastefully prepared, generous in quantity, and of high quality. Food is prepared at cost. ✓

XI. Insulation Installation

"1. None."

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U. S. NAVY - U. S. MARITIME COMMISSION - WAR SHIPPING ADMINISTRATION  
INDUSTRIAL HEALTH AND SAFETY PROGRAM

INDUSTRIAL HEALTH AND SAFETY RE-SURVEY  
of  
TODD PACIFIC SHIPYARDS, INC., TACOMA DIVISION  
TACOMA, WASHINGTON

July 17 and August 8 - 10, 1945

- References: (a) "Minimum Requirements for Safety and Industrial Health in Contract Shipyards", approved by the U. S. Maritime Commission and the U. S. Navy, February 9, 1943
- (b) Industrial Health Survey, September 4 - 5, 1942 by Philip Drinker (Chief Health Consultant) et al.
- (c) Industrial Health and Safety Survey of Seattle-Tacoma Shipbuilding Corporation Tacoma, Washington dated July 22 - 31, 1943, conducted by Robert S. Poos, Lt. Comdr. (MC), USN Morwick Ross, Lt. (jg) H-V(S), USNR James F. Morgan, Lt. (jg) H-V(S), USNR
- (d) Industrial Health and Safety Survey of Seattle-Tacoma Shipbuilding Corporation Tacoma, Washington dated January 31 - February 2, 1944, conducted by Harry G. Beck, Comdr. (MC), USNR John F. Ege, Jr., Lt. (jg) H-V(S), USNR Morwick Ross, Lt. (jg) H-V(S), USNR

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Comdr. Harry G. Beck, (MC), USNR  
Ass't Chief Health Consultant

Lee O. Hughes  
Regional Safety Consultant

Lt. Lowell G. Wayne, H(S), USNR  
Regional Health Consultant

During the course of this survey the following persons were interviewed:

Capt. J. L. McGuigan, USN	Superintendent of Shipbuilding
Lt. Comdr. S. B. Moser, USN	Administrative Officer
H. E. Purcell	Plant Superintendent
John Green	Works Manager
Jack Samuelson	Ass't Works Manager
Mel Lord	Outfitting Superintendent
R. E. Brandon	Safety Director
Mike Clark	Ass't Steel Construction Superintendent
Ralph Johns	Insurance Department Supervisor
William Hartley	Ass't in charge of Industrial Insurance
George Chase	Ventilation Foreman
Lorne Brosscit	Electrical Foreman
T. Walz	Tool Room Foreman
Marjorie Bishop, R. N.	Nurse in charge, dispensaries

Consultative services may be obtained by writing to the Regional Director of Construction, U. S. Maritime Commission Financial Center Building, 14th and Franklin Streets, Oakland, 12, California.

The entire facilities of this yard are engaged in new construction of CVE carriers for the Navy.

The total employment of the yard is 21,619, divided as follows:

Production departments	-	Male, 15,116; Female, 3,546
Administration	-	Male, 1,135; Female, 1,369
Restaurant	-	Male, 110; Female 23

The yard operates on three eight-hour shifts, with about 11,000 employed on the first shift, 7,000 on the second and 3,000 on the third.

The principal labor affiliation is the American Federation of Labor.

Insurance is carried by the State of Washington Department of Labor and Industries.

The present survey was conducted to determine the extent of progress on the recommendations of references (b) and (c) and to make any further recommendations required due to changes in the shipyard or its operations.

Now recommendations are listed on pages 5-8 of this report.

Previous recommendations are quoted below and progress noted under the heading of "Comment".

MEDICAL DEPARTMENT

- "1. Provide services of full time physician on day and evening shift to provide medical care and supervise activities of the first-aid department, do physical examinations and make sanitary inspections as described in Sections H-6 and H-9 of 'Minimum Requirements for Safety and Industrial Health in Contract Shipyards'."

Comment: This has not been done. The medical department is essentially the same as on previous surveys. The recommendation is still valid.

- "2. Provide more floor space for treatment rooms in first-aid Station A unless re-distribution of employees in the yard permits more use of Station B."

Comment: No change has been made, but because of a decrease in the work load facilities are now adequate.

- "3. Establish use of authorization slip for visits to first-aid in accordance with Section H-5.1 of the Minimum Requirements."

Comment: This has been done.



- "4. Determine the nature of the 40 per cent of new eye cases listed as 'other' and analyze all new eye cases by trade to determine the source of the high incidences of new industrial eye conditions."

Comment: This is being done quite adequately.

- "5. Provide if possible separate rooms in first-aid stations for the care of female patients."

Comment: This has been done.

SAFETY DEPARTMENT

- "1. Safety training or instruction should be included in all classes of Vocational Training.
- "2. The issuance of occasional letters of instructions to all Production Departments on the responsibility of each and every Supervisor to insist that all working under his direction comply with the Company Rules for the 'Prevention of Accidents'."

Comment: A new "Safety Procedure", developed in this yard, is now being put into effect. It is believed that this will be an excellent safety program when in full operation.

TOILET FACILITIES

- "1. Install additional facilities as described in body of report."

Comment: There has been no compliance with this recommendation.

NEW RECOMMENDATIONS

1. A survey of all eye injuries should be made with a view of instituting a complete program of eye protection.

A good start for such a program has been made with the completion of plans for a goggle cart which should be of considerable assistance in maintaining goggles on the job. It is believed that the program would be greatly improved by having issuing attendants familiar with required types of protective equipment and trained in properly fitting goggles at the time of issue.

2. As required by the State of Washington Safety Code, Standard #115 Section C, physical examinations should be made available semiannually to all crane operators.

3. A solvent control program should be instituted. The safety department should make a survey of operations involving the use of solvents and chemicals (paints, thinners, paint removers, adhesive compounds, etc.), to evaluate the hazards of exposure to these substances and suggest methods of reducing the hazards; the medical department should become familiar with the possible effects of exposures and be prepared to recognize such symptoms. Production supervisors should notify the safety department of any new processes in which such substances will be used or of any change in the nature of substances being used. The purchasing department should notify the safety department whenever these items are obtained from a new source, and an attempt should be made to determine its composition, if possible from the manufacturer, so that the new hazards may be anticipated and proper provisions made in advance.

At the time of the present survey, carbon tetrachloride was being used widely in the yard without adequate recognition of the hazard of inhalation of vapors and usually without specific measures for the protection of employees. The electrical shop uses large quantities in cleaning motors, armatures, motor generators and such equipment, often spraying it without any respiratory protection (spraying in confined spaces necessitates the wearing of an air-line respirator; in open air a chemical cartridge respirator would be sufficient), and in washing ball bearings for the Lincoln welding machines -- an operation which is performed reportedly indoors at a specified place, and for which a local exhaust booth should be provided. The outfitting machinists use large amounts for cleaning compressor valves and catapult gear - operations for which cheaper solvents should be satisfactory (for example, kerosene or Stoddard solvent, both of which are relatively non-toxic). The marine engineers use it for cleaning the oxygen transfer pump and air compressors, where non-flammable solvents are essential; in this case the important thing is that employees exposed to the vapors should know of the hazards and exercise discretion in handling it. The riggers use it for cleaning cable-ends in catapult rooms and elsewhere aboard ship, where it is said to be required by Navy regulations; in such places it is essential that the containers be kept covered to prevent unnecessary evaporation into the working atmosphere, and it should be removed from the ship when not in use, to prevent accidents to persons not aware of its nature.

Users of smaller amounts are the antenna shop (for cleaning coaxial cables), the refrigeration department (for washing certain parts) and probably others. In addition some miscellaneous commercial preparations contain it, such as Hydrotex type cleaner, which is used in practically all offices in the yard, and Turco L-680 paint remover, which is consumed at the rate of about 30 gallons per month by painters and laborers. In each case the operation should be specifically authorized by the safety department.

Such substances as carbon tetrachloride, benzene, turpentine, methanol (methyl alcohol, or wood alcohol) should never be issued to workmen in unlabelled or improperly labelled containers and an attempt should be made to prevent their being transferred to smaller containers such as coffee tins or soft-drink bottles which may mislead fellow workmen as to their contents. Acids and caustic solutions should be handled subject to the same precautions.

4. For more efficient functioning of the ventilation department, an attempt should be made to employ able-bodied men in place of many of the women and minors now in that department, and also to provide more supervision. The department, at the time of the survey, comprised 125 persons, of whom about 50 were women or minors and 6 were leadmen. For a department of this size 12 leadmen should not be too many. In this connection, another point to be considered is that the opportunity for advancement to the leadman rating is likely to attract more ambitious workers into the department and so have an enhanced effect upon its efficiency.

5. Closed hooks or clevis should be used on crane loads.
6. The use of hemp slings should be confined to loads that would be damaged by wire slings.
7. Open-end skips should not be used.